

MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXVI. No. 25.
WEEKLY.

BALTIMORE, JANUARY 11, 1900.

\$4.00 A YEAR.
SINGLE COPIES, 10 CENTS.

Manufacturers' Record.

PUBLISHED EVERY THURSDAY BY THE
Manufacturers' Record Publishing Co.

RICHARD H. EDMONDS, President.
OFFICE: MANUFACTURERS' RECORD BUILDING,
BALTIMORE.

RICHARD H. EDMONDS,
Editor and General Manager.

THOMAS P. GRASTY,
General Staff Correspondent.

SUBSCRIPTION, - - - \$4.00 a Year.
TO FOREIGN COUNTRIES, - - 25s. 6d. a Year.

BALTIMORE, JANUARY 11, 1900.

Valuable for Development.

Hon. C. J. Shelverton, mayor of Austell, Ga., in a letter to the Manufacturers' Record under date of January 6 says:

Enclosed you will please find my check for \$4 in payment for my subscription for your valuable paper. I feel that it is due you to say that I value your Manufacturers' Record far more than I do any daily paper received in my office, for the reason that I consider it far more valuable than all the dailies south of the Mason and Dixon line for the development of the South. Your paper should be liberally patronized by all municipal officers and trade leagues.

It gives me pleasure to state that the outlook for this city is very bright just now. We have granted franchises for an electric company, which will construct the following lines: Austell to Atlanta, eighteen miles; Austell to Marietta, twelve miles; Austell to Douglasville, nine miles—making a total distance of thirty-nine miles to be constructed at once. The power for these lines will be generated at Austell Shoals, one of the magnificent water-powers in the South. This company has been incorporated under the name of the Atlanta & Western Railway & Power Co., the incorporators being prominent citizens of Georgia, Ohio, Michigan and Indiana. The general offices will possibly be located in this city. We also have in contemplation a cotton mill, electric-light plant and coffin factory. I consider the location of the above plants to a great degree to the untiring efforts of the Manufacturers' Record in presenting the true facts in regard to the South and in inducing careful investigation by capitalists and manufacturers. I cannot omit the most excellent work that has been done in this line by Mr. M. V. Richards of the Southern Railway in his land and immigration office. His efforts have proven very beneficial for this immediate section, having located many Northern and Western people in this district. As the representative of the citizens of Austell, I wish you godspeed in your good work, and trust that you may have a most prosperous year.

Kind Words from Contemporaries.

The Mercury of Huntsville, Ala., which gave an exceedingly kind reception to the Baltimore-Southern Supplement of the Manufacturers' Record, referring to the purpose of the Manufacturers' Record to continue to do its share in Southern development, says:

The Southern newspapers have long since recognized the Manufacturers' Record as the leading agency in the development of the South. The recent Baltimore-Southern Supplement to that journal was the greatest paper of its kind ever printed, and it was the subject of complimentary comment by almost every newspaper writer in the South. * * * It will not be doubted by those in a position to observe the loyalty and devotion

of the Manufacturers' Record to the South that it will keep its promise. Its efforts have already resulted in the establishment of hundreds of cotton mills in the South, not to mention the capital that has sought investment here as a result of the forcible arguments set forth by that paper to prove the excellent returns awaiting such investments. The Manufacturers' Record has done its share, and will do much more.

The Cotton Planters' Journal of Memphis, Tenn., says:

The Baltimore-Southern Supplement of the Manufacturers' Record, issued on December 14, was a splendid representation of the conditions existing in the South today. This issue of the Manufacturers' Record presented the most comprehensive picture of the industrial South we have ever seen. Some of the ablest men in the South contributed to the issue, and industrial questions were discussed, not from the narrow view of politics, but from the broader view of the general welfare. Every feature of the South's industrial upbuilding was dealt with. It was a magnificent contribution to the industrial literature of the day, and the Southern people will no doubt show a keen appreciation of the enterprise and the friendly spirit which gave birth to it.

The North Georgia Citizen of Dalton, Ga., says:

The Supplement gotten out by the Baltimore Manufacturers' Record is the finest and most influential advertisement the South ever got, and is bound to attract attention of capitalists in this country and abroad. The people of the South should come squarely to the support of Mr. Edmonds, the editor of the Manufacturers' Record, in his effort to benefit this section.

The Times and News of Eufaula, Ala., says:

The Manufacturers' Record of Baltimore recently issued a splendid industrial edition devoted to what the South has done, is doing, and the future prospects. It is a careful synopsis of its natural advantages and of the grand record it is making in manufacturing and other industries.

A Communistic Crusader.

Let us be devoutly thankful that in the South we have no high State official of the Monnett kind. Mr. Monnett, attorney-general of the State of Ohio, first came into public notice through the conversion of the machinery of his office into a sort of modern inquisition, which he worked in a frantic way to ferret out alleged violations of Ohio's anti-trust laws, construed communistically. Many efforts were resorted to in order to extort from men of the highest character confessions of complicity in crimes which had no existence except in Mr. Monnett's morbid imagination.

For many months he kept Ohio in a state of turmoil and his own name in the papers all over the United States, especially in the so-called "yellow" journals. Failing to make good a single one of his sensational charges against the Standard Oil Co., Mr. Monnett next turns up conducting a communistic crusade in the East. This time it is the railroads which he would have confiscated. His audiences in Boston, it is said, were large and his converts to the doctrine of confiscation of property not a few. Greater New York barely escaped inoculation with the Monnett virus of anti-corporation venom through the timely intervention of men belonging

to the class which can always be relied upon to come to the rescue whenever the public is threatened with plague, pestilence, panic or other dire calamity.

For our part we would throw the mantle of charity over the capers being cut by Mr. Monnett by regarding him merely as a person afflicted with an abnormally-developed "bump of destructiveness" or an excited brain, but the New York Times, in a recent leading editorial, takes him seriously long enough to show what would happen if the theories he advocates should peradventure be put into practice, how the result would be a suppression of private activities and the turning over, after wholesale confiscations, of everything to be done by the community in association with the State. Says the Times:

Mr. Monnett's thinking is evidently not profound. He is alarmed because the legislatures are controlled or influenced by the railroads, yet he proposes to put all the railroads into the control of the legislatures or of Congress, which is the national legislature. Having proved unsafe in their rule over a few things, he would make them rulers over many.

What State ownership and operation of railroads would bring us to with the grade of legislative intelligence that we now employ is beyond conjecture, but no sensible man who tries to picture forth the results of the experiment is likely to become an enthusiastic advocate of the transfer of ownership. If State ownership proved to be an effective remedy for the abuses of which railroad capitalists are guilty there would be a loud outcry for further experiments, and it would be hard to stop anywhere short of the point where the State would own everything. If, under the regime of complete communism, evils should still crop out and some men prove to be better off than others, which in the view of socialists is a crime, then there would be no further remedies, and the community would have to destroy itself to get an end to them.

If the government should attempt to operate the railroads it would have to create a department to attend to that branch of its business. It would be the greatest business department of the government, the greatest in opportunity for corruption, the richest in patronage, the biggest for looting. The men of first-rate capacity who now manage the railroads would leave them to seek other fields, for, of course, Congress or the State legislatures would never authorize the payment of the great salaries that such brains command. Inefficient service would be one fruit of the change. A riot of corruption and spoils-seeking would be another. The responsibility would rest with the lawmakers. Mr. Monnett says they are not competent to deal with the railroads now. They would not be more competent if the roads were all put into their hands.

Southern Bank Clearings.

The figures in the New York Commercial and Financial Chronicle of the bank clearings for the year are a striking commentary upon the financial movements of the year. The aggregate clearings in eighty-three cities included in the report were greater than those of any other year, amounting to \$25,046,705,462, or 36.3 per cent. Of course, the greatest increase was in the cities of the Middle States, with New York leading, the percentage of increase in that city being 44.8 per cent. and in the rest of the country outside of New York 23.2 per cent. But nine of the eighty-three cities show a decrease in clearings, and

only two of these are included in the twenty cities of the Southern group, which make the following exhibits:

	1899.	1898.	Per cent.
Baltimore.....	\$1,209,777,742	\$939,863,169	+28.7
St. Louis.....	1,638,348,303	1,455,462,062	+12.6
New Orleans....	458,219,218	435,723,085	+5.2
Louisville.....	413,289,334	347,903,736	+19.0
Galveston.....	162,200,050	174,829,800	-3.2
Houston.....	158,792,227	153,475,075	+3.5
Savannah.....	138,414,654	128,165,654	+7.2
Richmond.....	165,901,087	138,618,378	+24.2
Memphis.....	110,179,700	109,774,365	+0.4
Atlanta.....	83,053,897	71,964,309	+15.4
Nashville.....	69,181,485	57,171,411	+21.0
Norfolk.....	64,889,730	50,961,448	+26.9
Augusta.....	48,085,619	38,368,245	+25.3
Knoxville.....	29,411,461	26,818,585	+9.7
Fort Worth....	45,193,764	43,302,831	+4.4
Birmingham..	34,169,735	28,777,839	+18.7
Macon.....	28,105,000	26,642,000	+5.5
Little Rock....	19,907,429	18,336,644	+8.6
Chattanooga...	17,465,367	17,524,413	-0.3
Jacksonville...	11,642,564	11,379,695	+2.3

Total South. \$4,913,033,056 \$4,265,463,302 +15.1

The percentage of increase in eight of these cities is above the total for the group, Birmingham leading with 43.7, a greater percentage than the total for the whole country, and followed by Baltimore with 28.7 per cent., Norfolk 26.9 per cent., Augusta 25.3 per cent., Richmond 24.2 per cent., Nashville 21 per cent., Louisville 19 per cent. and Atlanta 15.4 per cent. When it is remembered that the Southern cities were free from the speculative movements centering in New York, and that the bank clearings represent, in the main, the legitimate business operations, the showing made by the Southern cities is a healthy one in spite of the influence of decreased cotton receipts here and there.

Growth of Cotton Mills.

In a circular letter Mr. Cuyler Smith of Atlanta, Ga., presents a most enthusiastic view of cotton manufacturing in Georgia and in other parts of the South. He shows that Georgia has now in operation 810,000 spindles in seventy-two cotton mills, employing 19,000 persons and representing an investment of \$12,327,000. Thirty-eight counties have cotton mills and fourteen have knitting mills. Sixty-five counties are endeavoring to build cotton mills or to induce some textile manufacturer to locate within their borders, while it is estimated that no less than twelve textile undertakings are in course of construction at the present time. He appeals to all classes of Georgia to aid in the development of the cotton-mill industry in the State, and points out their advantages to bankers, farmers and merchants.

He shows that a cotton factory will enable a bank to find use for its money from November until April, when the mills need it to buy their cotton, returning it in time for the farmers to use in working their crops, and thereby that there will be no idle money to lie in the larger cities without interest for several months. Merchants who invest in factories not only receive dividends, but find their trade developed by the increased population of the town and by the larger number of farmers who bring their cotton to the mill. The larger amount of money thus put in circulation will help to keep bad accounts off the books of merchants. The fact

that at Georgia factory towns higher prices for cotton prevail than where farmers are dependent on New York or Liverpool quotations shows the advantage of the mills to cotton-growers. Mr. Smith expects the time to come when the mills will buy the seed cotton, gin it, sell the seed or use them in the oil mill which will be operated by the factory corporation, and by this plan that the cost of ginning, bagging, ties and warehouse charges will be saved to the farmer, while among the operatives they will find a wider cash market for their produce. He predicts that 1900 will see twenty-five or thirty new mills in operation in Georgia, with more than half of the capital stock owned by Georgians.

The picture Mr. Smith presents is an accurate one and may be duplicated in the Carolinas and in portions of Alabama. The results of cotton-mill building, particularly in the Piedmont region of the South, are the best argument in favor of the extension of the industry into regions where the mills will be even closer, perhaps, than they are now to the cotton fields. This argument is being practically recognized in Mississippi, Louisiana and Texas, and the healthy spirit is developing in other States. It may not be that the South will ultimately manufacture in all processes all the cotton that it raises, but as long as cotton is sent outside the South for manufacture there will be no limit to the opportunities for cotton mills in the South, placed at favorable points and conducted upon business principles.

In a letter to the Manufacturers' Record the Edwards Machine Co. of Chicago says:

We sincerely hope that all your business for the new year will be as profitable and satisfactory to you as the business you have done with us for the past few months has been to us.

To Exhibit Lumber.

Dr. Tarleton H. Bean, director of the department of forestry and fisheries for the Paris Exposition, has appointed an advisory board to take up the work of supplementing the small government exhibit of woods with a general and attractive, as well as instructive, exhibit of American lumber. The board is made up of representative men of different lumber interests all over the country and includes Mr. W. S. Price of Baltimore, Md., representing export oak; Capt. John L. Roper of Norfolk, Va., North Carolina pine; Mort. J. Bixler, Beaumont, Texas, Texas and Louisiana pine; Silas W. Gardiner, Laurel, Miss., Mississippi pine; F. H. Iathrop, Riverside, Ala., Alabama pine; S. H. Fullerton, St. Louis, Mo., Southern pine; O. J. Hill, Kansas City, Mo., stove manufacturers, and Walker L. Wellford, Memphis, Tenn., Coopers' Association.

Working for the South.

[Perry (Fla.) Herald.]

The Manufacturers' Record, published at Baltimore, Md., is doing more to build up the South than any other agency in existence. Every public-spirited man should be a patron of this great publication.

The Chamber of Commerce of Macon, Ga., has elected Messrs. George A. Smith, president; A. B. Small and Wallace E. McCaw, vice-presidents, and Frank C. Benson, treasurer.

During December West Virginia granted 105 charters, of which sixty-two were to outside corporations and forty-three to those within the State.

TASKS OF THE COUNTRY.

Interest of Cotton Manufacturers in Trade with the East.

One of the most timely papers contained in the Transactions of the New England Cotton Manufacturers' Association, just issued by Secretary C. J. H. Woodbury, is the paper read before the semi-annual meeting at Montreal, Canada, by Mr. D. A. Tompkins of Charlotte, N. C. Export trade was his subject, and the burden of his preaching was that the cotton manufacturers of America should unite for the advancement of the trade in cotton goods in other parts of the world, particularly the East. He showed how, under the protective system, the United States have developed their manufacturing interests to such an extent that domestic markets no longer absorb the manufactured products; that the cotton factories of America now make enough goods in eight months to meet all local orders, and that the question with America now is, What shall be done with the output of the mills for the other four months? He said that under adverse conditions the United States have lately developed a considerable export trade, and added:

"In the last ten years, from 1887 to 1897, the trade of the United States with China in cotton yarns and cotton goods increased 121 per cent. in quantity and 50½ per cent. in value of such trade, in 1887 being \$5,331,251 and \$8,500,802 in 1897. If we can continue this trade we can build more cotton mills in the United States. If we lose this trade with China in the East, the United States already has too many mills. It seems to me, therefore, that the most vital question which concerns the cotton-milling industry in America lies along the line of the republic making sure of its export trade. This is the kind of protection the States now need, and especially the Southern States, where there is at present the greatest activity in the cotton industry.

"But I said that what export trade the United States has built up with the East has been built up under adverse conditions. We have no cable across the Pacific; we have failed to build as yet the Nicaragua canal; we have failed to foster by subsidies larger, better or faster steamers for carrying the Pacific mails; we have failed to establish American banks in Yokohama, Shanghai, Hong Kong and Manila, having connections with the great American banks on this side of the Pacific; we have failed to put on exhibition at some central point like Shanghai a first-class exhibit of American goods; we have failed to ascertain thoroughly what classes of goods the East needs and prepare to make them; we have failed to perfect our consular service by putting it wholly under civil-service regulations; we have failed, so far, to co-operate heartily with Great Britain in maintaining the 'open door' in China and resisting the movement for the partition there; and, lastly, we have failed to realize the supreme importance of retaining the Philippine Islands and entering fully on the work of a civilized world-power, conscious of its large mission.

"It is not for the United States to determine the question of expansion, or what the politicians call imperialism. The onward march of civilization, which no nation can retard, is solving that question. The United States must make progress or go to the rear. The march of civilization determined the fate of the American Indian. Sentiment may excuse that civilization in vain, for civilization will repeat that kind of work every time an opportunity offers. Men tried to perpetuate human slavery in the face of that civilization, but they failed. The Philip-

piners must bow to the march of progress or perish from the earth. If the United States is not the agent of civilization in the East, some other nation will be after we make it plain that we intend to avoid the larger responsibilities of maturity. The United States, therefore, should retain Cuba, Puerto Rico and the Philippines. And there is no section of the republic more interested in this policy than the Southern States.

"The commanding position which the United States has lately assumed ought to emphasize the necessity of directing attention to that larger protection which the expansion of our export trade will secure. The United States now has the best domestic transportation facilities of any country in the world; wealth or capability considered, she has the worst ocean transportation facilities. We travel on our own railroads and prosper at home. We travel in British and German ships, and do not prosper abroad. The United States ought to sail the seas in her own ships under her own flag, and carry her own goods to China and the East in her own bottoms. There is hardly a town or city or county in the United States which has not voted money to build railroads to promote local transportation facilities. And while this has been done by hard-headed business men everywhere in the States, these same men hold up their hands in horror at the suggestion of a subsidy for a steamship line, and herein the American policy has been less wise or sensible than that of England. Only recently the British Parliament, by a vote of 223 to 101, passed a resolution authorizing the issue of £865,000 of government guaranteed bonds with which to enable the Jamaica Fruit and Produce Association to establish a line of fruit and passenger steamers between Kingston and Great Britain; besides thus guaranteeing the bonds of this company, Parliament resolved to grant the company a subsidy of £10,000 a year for five years. This is only one instance of how Britain has promoted all kinds of industries in her dominions. It is said, too, that as soon as this company becomes established it will extend its trade to the United States and to Canada. I favor, therefore, subsidies to improve the shipping interests of the United States, as well as the reorganization of our consular service on a commercial and not a political basis. As our consular system now obtains, we send men abroad for a year or two; about the time they learn the language and the trade conditions of the country to which they are sent they are recalled and others are sent to do the same things, while the merchants and manufacturers at home sell very little more goods abroad than before.

"And there is another question which concerns the United States vitally, as well as it concerns our British friends. I refer to the question of what shall be done with China. In the so-called break-up of that vast empire the United States, and especially the South, has great concern. I quote from a recent speech of Hon. John Barrett, our ex-minister to Siam. He says:

"The South has such a particular interest in the development of our Asiatic markets that there should be widespread interest in the Pacific opportunity from the Roanoke to the Rio Grande. The developing demand, both for raw cotton and for manufactured cotton from the South, is one of the most interesting features of Oriental trade. The raw cotton which the South is sending to Japan, and which she may send to other ports in China, is only a slight measure of what may be sent in the future. The Far East wants it, must have it, and if the South has it

to spare she will ultimately find in the Orient a great outlet for her surplus product. At the same time it is remarkable that among the most popular manufactured cotton products in China today are those which come from the Southern mills. The demand for this line of goods is already large, but the best judges of Asiatic trade say that there is no reason why it should not reach into scores of millions.

"The particular market for these Southern mills is Manchuria, as I have elsewhere intimated, and, therefore, they have a special concern in seeing that Manchuria is never closed to them. Not more than one-thirtieth of the population of Northern China has yet been reached in this market. If the entire field shall ever be covered, it will require all the cotton mills in the South to supply the demand. If there is a market there which presents the astonishing condition of demanding in large quantities both raw and manufactured cotton from the same section, without conflicting or competing with each other, certainly the South should do all in its power to hold and protect it. It is a conservative estimate to say that the Southern States should within the next fifteen years do a business of \$25,000,000 per annum in cotton if the markets of China are not closed against them.

"The cotton manufacturers of the South, for instance, have millions of invested capital practically dependent upon the markets of Manchuria being kept open. At the present moment we have nothing but a treaty with a power that is breaking up to protect such vested interests. We have no understanding with Russia, and Manchuria is practically Russian. I hope Russia will forever maintain the open door, but we have no positive assurance that she will."

"The questions how to act and what to do in the East, then, are vital questions. By dividing up China into 'spheres of influence' the first step towards the dismemberment of the empire has already taken place. At present, or as long as these spheres of influence are permitted by the great powers of the earth, the United States is reduced, notwithstanding its treaty agreement with China, to deal with China not as a unit, but with fragments under other flags, in case we desire to get any permanent guarantees for the protection of our trade. The state of affairs must appear to everyone as a very unsatisfactory way to deal with China. It must also be equally clear that unless we soon take steps to maintain permanently our trade in Manchuria or other Chinese States, we shall see the day when that trade will be annihilated. The time is rapidly coming, unless there is a change of policy, when Russia will be strong enough to show us the door out of Manchuria instead of keeping the door open.

"These conditions indicate that our policy should be to adhere firmly to the policy of the open door, an equal opportunity aiding in reviving the imperial authority of China by injecting stimulants if need be. To maintain this policy Great Britain, the United States and Japan should work in harmony, for these nations are all interested in an open door and the policy of equal opportunity."

The Engineering and Mining Journal estimates that the coal production of the United States in 1899 was 244,581,275 tons, a greater amount than the output of Great Britain.

In 1899 the gross premiums paid by accident, life and fire insurance companies in South Carolina amounted to \$1,948,824.39.

FOUNDING NEW INDUSTRIES.

The South's Interest in Illinois Central Railroad's Growth.

In his interesting review of the industrial progress along the line of the Illinois Central Railroad system during the past year Mr. George C. Power, its commissioner, says:

"The greater number of factories seeking locations at present are generally influenced by closer proximity either to raw materials, markets or labor, and are governed largely in the choice of location by favorable railroad conditions. As indicating the change and improvement in this respect: Of the industries located in the territory of the Illinois Central Railroad in 1899, not more than 6 per cent. received any inducements from the points at which they located, but were attracted by the natural advantages, and in the case of the 6 per cent. mentioned the extra inducements consisted entirely in a donation of a site for the plant.

"Industries were located in the States of South Dakota, Iowa, Minnesota, Wisconsin, Illinois, Kentucky, Tennessee, Mississippi and Louisiana, and include manufactures of brick and tile, bicycles, packing-house products, condensed milk, creameries, lumber, tow, canned goods, knitted goods, cotton-factory products, starch, beet sugar, beer, butter-keg staves, wagon material, hoops, cooperage stock, plows, wheels, matches, hand farming tools, banana packages and boxes.

"As a comparison of the improvement in conditions, the increase in number of factories located in 1898 over the year 1897 amounted to 50 per cent., while the increase in 1899 over 1898 amounts to over 70 per cent.; the increase in 1899 over 1897 amounts to 137 per cent.

"In 1897 the development by local capital constituted 10½ per cent.

"In 1898 the development by local capital constituted 10¼ per cent.

"In 1899 the development by local capital constituted 18¾ per cent.

"The increase in 1899 in development by local capital is due to the active interest in cotton mills, which has greatly increased during the last six months, as during that time there have been eight cotton-mill companies organized by local capital on the line, and there are eighteen more places where the preliminary steps are being taken to install local plants. In the majority of these places they will be successful in securing them, and as, in addition, a large plant with \$500,000 outside capital has recently located, the outlook for this particular form of manufacturing appears to be quite bright, and the old query, 'If the State of Mississippi is such a good State for cotton mills, why are there not more of them?' is answering itself.

"In the Northwest local development has taken the form of investment in beet-sugar factories, and with the increased knowledge of the sugar-beet culture and its value to the farming community it is quite likely that much greater development in this branch of manufacture will take place.

"If the farmer of the Northwest was greatly favored by the increased values of the breadstuffs crop in 1898, what must be said of the cotton-grower in the South in 1899? Taking, for example, the State of Mississippi, at a rough estimate the farmer has received this year two and one-quarter cents per pound more for his cotton than last year, and this, with 500 pounds to the bale, makes \$11.25 per bale more received this year than last.

"The government report gives the crop of cotton for the State of Mississippi for the year 1898 as 1,247,128 bales, for 1899 as 1,212,200 bales, showing a decrease of 34,928 bales. Estimating the price of cot-

ton last year as five cents per pound, if the cotton were sold for the same price this year it would show a decrease in money value of \$873,200, but on 1,212,200 bales there was received at least \$11.25 per bale more, or \$13,637,250, leaving a net increase in the value of the crop of \$12,764,050. It requires no comment upon what this means to the people of that State.

"With the reduction of the supply of available timber lands in the North there has been a largely-increased demand for locations for saw-mills, together with the necessary timber lands to keep them in operation. This has resulted in a number of saw-mill plants moving from the North and East to the South, and their owners acquiring good blocks of timber land sufficient to assure a supply of timber for a number of years to come. This movement was largely facilitated by the building of several branch roads through timber lands which were not formerly available owing to the lack of railroad facilities. As the timber in the trees can be marketed at a profit and land sold, after it is cleared, for more than the original cost with the timber on, it would appear to be a pretty good investment. While a great deal of valuable timber land has been sold to manufacturers, there is still considerable remaining well supplied with the different kinds of oak, hickory, ash, gum and some cottonwood and elm. A noticeable feature of the demand for timber is that cottonwood, which was little thought of a few years ago, is now in great demand, while gum timber, which could scarcely be given away, is now more sought after and can be marketed at a profit. A great deal of the lumber sawed is marketed in the North and Northwest. A large quantity of it is shipped to the Eastern States for home consumption there, while nearly every steamer that leaves New Orleans for European ports carries more or less of it for export, and an institution located at Memphis, Tenn., is supplying the English markets with persimmon and dogwood for cotton-mill shuttles and heads for golf clubs."

La Porte, Texas, and Its Future.

Beginning on Monday next a new port will be opened at La Porte, Texas, on the Gulf of Mexico. The La Porte Wharf & Canal Co. has completed a system of docks and terminal facilities which will be operated in competition with the port of Galveston. The opening of this port is considered another step in the movement which has for its object the transportation of all the Western grain business to Gulf ports, instead of Atlantic seaboard points.

As yet only one wharf has been completed at La Porte. There has been constructed, however, a system of terminal facilities making connection with the Galveston, La Porte & Houston Railroad, so that within the next sixty days there is expected to be a considerable amount of traffic secured at the new port.

It is announced, however, that only light-draught vessels, drawing not more than fifteen feet, will be able to enter the harbor, and this condition will prevail until the channel has been deepened.

Within a month the construction of an immense grain elevator will be commenced.

Peter B. Clark, secretary of the company, in reviewing the work which has been accomplished by the company since the incorporation of the concern about a year ago, said to a Commercial reporter that about \$1,000,000 has been spent in improvements.

"For the past three years," said he, "the vessels in the busy times have been compelled to wait as long as thirty days at sea in order to take on the cargo await-

ing them. The railroads have been in a similar position. What the La Porte Wharf & Terminal Co. intends to accomplish is to build another port, which will do away with this state of affairs."

Within two months the construction of a four-track system will be built connecting La Porte with Houston.

The La Porte Wharf & Terminal Channel Co. was formed last September, and is capitalized at \$1,000,000. There are several prominent capitalists of this city interested in the company, and the directors include W. M. Hollins of H. B. Hollins & Co., W. G. Carroll and Hon. Francis H. Wilson of Brooklyn.—New York Commercial.

THE SOUTH'S INTEREST.

Two Questions of Great Importance to This Section.

Southern cotton-oil manufacturers, and, in fact, the whole South, are now deeply interested in two questions before Congress. One is the ratification of the proposed reciprocity treaty with France, which would be especially favorable to Southern cotton oil, and the other is the proposition to destroy the oleomargarine business, the manufacture of oleomargarine furnishing a very large market for cotton oil.

The Charlotte Oil & Fertilizer Co. of Charlotte, N. C., in a letter to the Manufacturers' Record says:

"There is no question but what a treaty between these two countries, which will admit cottonseed oil at lower rates of duty than now charged by France, would be of material benefit to the South, the raisers of cotton, the railroads, the manufacturers of cottonseed oil and the public in general.

"At the present time the greatest menace to the cottonseed-oil industry is the proposed increase of tax on oleomargarine from two cents to ten cents per pound. To accomplish this change of laws there are already three bills introduced in Congress and the Senate, all to accomplish the same purpose, namely, to absolutely prohibit the manufacture and use of oleomargarine in the United States, all in the interest of one favored class, namely, the dairymen, and against the interest of the workmen and people of moderate means, and the South in general. Genuine butter at the present time, if of good quality, is selling at much higher prices than it has sold for the last fifteen years, and yet the dairymen are asking for a change in the law relative to oleomargarine that will give them a chance by a scarcity of desirable, edible butter to increase their price from five to ten cents per pound. The dairymen seem to think it is honest and honorable on their part to color their white natural butter, made probably during six or eight months of the year, to resemble the natural yellow butter made during four to six months in the year; but if the oleomargarine manufacturers use identically the same coloring matter he must be taxed an additional eight cents per pound. This is one of the most unjust class legislative propositions ever brought before Congress and Senate. You should fight against it and induce all good papers that have the good of the country at heart to do the same."

Another leading cotton-oil company in a letter to the Manufacturers' Record says:

"Our company regards the ratification of the treaty in question as being of very great importance to the cottonseed industry in the United States, and that they have expressed their sense of the importance of the matter to their representatives throughout the South, in the hope that such influence as the representatives referred to may have with their represent-

atives in Congress may be exerted in favor of ratification.

"We believe that the general sense of all the people interested in the cottonseed industry is in agreement with our view of this matter.

"We hear a great many opinions, both for and against the probability of ratification by the United States Senate of this treaty. I quote you hereunder an opinion on the subject from one of the best-posted men in Washington, so far as we know, which you may take for what it is worth, but which fairly expresses our own judgment at this date:

"I have your letter of the 30th, enclosing letter from Gabain Freres. It is my opinion that the French treaty will be ratified. I base this belief upon the strength of the Southern interests which the treaty favors, and not upon any canvass of the Senate or the House. I think that any representation in France that our Congress is eager to ratify the treaty would have the effect to confirm the agrarian representations that the American interests are better cared for than the French in the terms of the treaty. I do not think the French friends of the treaty need apprehend its rejection by the United States, for the reasons above stated. I repeat that I do not think that its French enemies ought to be made to believe that we think we have the best of it."

TO ADVANCE TRADE.

National Association of Manufacturers at the Capital.

The Cincinnati convention of the National Association of Manufacturers approved the establishment in the national capital of a representative agency of the association for the purpose of promoting the objects to which the association has given its approval. In a circular letter President Theodore C. Search announces the assignment to duty in Washington of Mr. E. P. Wilson, secretary of the association, "that he may by personal observation keep in touch with the progress before Congress of the various objects of which the association has declared its approval, which are notably:

"The merchant marine, an isthmian canal, a parcels post, a department of commerce and industry, amendment of the interstate commerce law, embracing a national classification of freight, the improvement of inland waterways, the incorporation of the National Association of Manufacturers under a national charter and such other measures affecting the interests of our membership as may from time to time be introduced."

"Mr. Wilson," adds Mr. Search, "will report direct to the president and work under his instructions. The co-operation of our membership in this work is of the most vital importance, as members of Congress naturally rely upon their constituents for information as to the public importance and public estimate of measures which come before Congress to be enacted as the law of the land. Therefore the hope is expressed that our members will when called upon lend their personal influence and support to this work."

A Progressive City.

The business record of Lynchburg, Va., for 1899 is an extremely creditable one. Within the last three years sixteen different industries have been established, in addition to the enlargement of several in operation. The tobacco sales amounted to about 5,000,000 pounds more than in 1898, while other branches of business also increased. The progress of Lynchburg has been due in a great measure to the Industrial Association, which is comprised of local business men and manu-

facturers, and is devoted to the building up of the community. J. Gordon Payne is president; J. R. Gillam is vice-president, and George H. Gilmer, secretary.

THE PORT OF PASCAGOULA.

Where Yesterday and Today Meet by the Sea, with a Great Commerce and a Greater Future—Congress Appropriates \$317,600 for the Improvement of the Harbor.

[Special Cor. Manufacturers' Record.]

Pascagoula, Miss., January 8.

What is known in the world of commerce as the Pascagoula district embraces the towns of Scranton, Moss Point and East and West Pascagoula, and is located on the main line of the Louisville Railroad, in Southeast Mississippi. This district covers a radius of only six miles, but there is scarcely a port of the civilized world where the name is unknown. This district is drained by the Pascagoula river and its tributaries, which, reaching out over the great yellow-pine belt of the State, bring down the wealth of logs to the Gulf to be manufactured into timber and lumber, to go out by rail and water to every part of the globe.

In this district the lumber business takes precedence. Nature designed it so! The ramifications of this industry are beyond the comprehension of the casual observer. But a glance at the custom-house figures places before us the full extent of this vast commerce. The daily output of the great lumber mills here amounts daily to 1,250,000 superficial feet, all of which finds an outlet through the port of Pascagoula, giving employment to hundreds of men at the mills and as many more in the bay, including stevedores, bargemen and tugmen, etc. The following figures give the exports of lumber and timber for the past three years:

For the year ending June 30, 1897....138,050,322
For the year ending June 30, 1898....135,942,772
For the year ending June 30, 1899....148,044,150

These figures represent in value the sum of \$5,314,477, and tell a story that needs no comment.

The last Congress appropriated \$317,600 for dredging at this harbor, \$50,000 for the harbor proper and \$267,600 for the river, thus insuring fifteen feet of water from the mouth of the river to the mills and twenty-five feet at Horn Island harbor.

This will represent an enormous saving to the mills, representing \$1 per M on their output, or about \$1000 per day.

The district drained by the Pascagoula river is a rich country, containing, besides the yellow-pine timber, thousands of acres of virgin hardwood lands that border the rivers and streams for a distance of about four miles backward on either side, all of which can be floated down at a minimum cost. The manufacture of the millions of feet of those woods gives promise of rich fruits for capital and labor in the near future. These lands are now among the best investments in the South today.

This is not a "new territory." The present town of Pascagoula was settled by the French at a time when the memory of man runneth not to the contrary. Here on these sunny, wave-kissed shores live today the direct descendants of these settlers, little affected by the turmoil and bustle of their up-to-date neighbors. The latest census gives the population of this district as 15,000, but there is an evident increase since that date. The majority here are people of the highest culture, and the handsome homes of generations of wealth and culture abound. Each of the towns possesses its churches of the different denominations; schools and benevolent societies flourish. That test of prosperity, so woefully lacking in some localities, is very much in evidence here.

A most excellent system of electric lighting is in operation, and good roads and an unusually low rate of taxation are the potent aids which enterprise has lent to a spot already blessed by the beneficent hand of nature.

An industry which nature evidently had in mind when she planned this favored spot was that of shipbuilding. Some of the fleetest and staunchest vessels to be found in Southern waters are built here; also barges of immense capacity. Everything needed in a modern ship-yard is to be found here at the very doors, almost for the asking. Here are to be had in numbers spars seventy-five feet long, virgin pitch pine, oak, juniper knees and choice vertical yellow-pine decking.

Space does not admit of more than a mere mention of the immense oyster trade that is growing up here. Heretofore little attention has been given this industry, owing doubtless to the fact that this district seemed peculiarly adapted to manufacturing enterprises, especially those pertaining to or indirectly connected with the "wood-goods" trade, but recently new spirit seems infused into all lines of business. Much of this enthusiasm seems due to the public-spirited men who compose the Commercial Club of Scranton and the Merchants' Association of Moss Point. These two clubs are composed of the leading men of the district, many of whom are very wealthy, while all are public-spirited and progressive.

W. J. KILDUFF.

A CENTER OF ACTIVITY.

Northwestern Louisiana Resources Attracting Railroad Promoters.

Within an area of the State of Louisiana 100 miles square no less than four companies are building railroad lines. This portion of the South is the center of remarkable activity in railroad construction, and it is a singular fact that nearly all of the lines are extending in a southeastern direction or parallel with the Red river.

The Shreveport & Red River Valley Railroad is steadily progressing along the valley from which it is named, and is now in operation from Shreveport, in the northwestern corner of the State, to Luella, a distance of seventy-two miles. It is backed by a Chicago syndicate which includes William Edenborn, the well-known capitalist, and director in the American Steel & Wire Co., who is president of the railroad company. P. McIlvried is general manager. The company proposes to extend further, with the view of reaching Alexandria, and possibly New Orleans.

The Louisiana & Arkansas Railroad includes also the Arkansas, Louisiana & Southern. The northern terminus of this road is at Stamps, Ark. It has been constructing fifty-six miles into Louisiana, and is at present in operation as far as Coldwater. Surveys have been made for further extensions, which are proposed to Alexandria, with a branch across the central and eastern parts of the State to Natchez. St. Louis capitalists are interested in this road. William Buchanan of Stamps, Ark., is president, and W. T. Ferguson, vice-president.

The Louisiana & Northwestern Railroad is at present in operation from McNeil, Ark., where it connects with the St. Louis Southwestern system, to Gibsland, La. The total length of the road is sixty-two and one-half miles, of which thirty-five miles are in Louisiana. This company is also headed for Alexandria, and has recently decided to build a further extension south. J. T. Beardsley is general manager.

The Arkansas Southern Company has its road in operation a distance of twenty-

three miles from El Dorado to Junction City, Ark., and thirty-three miles in Louisiana, terminating at Ruston. A further extension between Ruston and Sabine Pass is proposed. This line is connected with the St. Louis, Iron Mountain & Southern Railroad in Arkansas, and it is understood is backed by a St. Louis syndicate. J. W. Brown of Camden, Ark., is president; C. E. Neely of St. Louis, vice-president, and C. C. Henderson of Junction City, general manager.

The Monroe & Natchitoches Railroad Co. intends building between the county-seats of these names. It is the only one of the group of roads which does not extend in a southern direction. It will be about eighty miles long, and extend from the western into the northeastern part of the State.

Louisiana has become the Mecca of a number of syndicates which will build in various portions of the State, but the companies referred to are all operating within the area mentioned. Most of the new mileage has been completed within the last two years, although in the aggregate it represents nearly 200. The natural resources of Northwestern Louisiana have formed one of the principal reasons for attracting the attention of railroad promoters. All of the lines being built south from Arkansas will reach the tracts of long-leaf yellow pine, for which this portion of the South is noted. An expert calculation has been made that in the parishes between the Red and the Ouachita rivers are fully 1,000,000 acres, averaging 15,000 feet of timber to the acre. In addition to these resources, however, it is naturally fertile, and produces large quantities of cotton and corn annually.

PLENTY OF ORE HERE.

Wonderful Mining Activity in the Anniston District.

[Special Cor. Manufacturers' Record.]

Anniston, Ala., January 8.

Never in the famous Anniston brown hematite iron district has there been such activity in mining circles. The district is filled with prospectors, and ore is being found nearly everywhere. In former years the mineral was searched for and found and mined at many places and in large quantities, but the present iron boom and great demand for ore have caused more careful searches to be made, and the results are really wonderful. Rich ore in almost inexhaustible quantities is being found all over the district. It is estimated that there are 8000 to 10,000 people engaged in mining ore within a radius of fifty miles of Anniston. At least 500 people are raising ore within the limits of the city. One ore contractor is grading a street through a hill in the western portion of the city for the iron he will get, and he will pay the city about \$1000 as royalty besides. A nearby alley is being graded under a similar arrangement. All of which is decidedly unusual in a city of 15,000 people, whose area is only three miles across.

The railroads throughout the Anniston district are putting in many new switches and spur tracks and establishing several new stations to accommodate the large and every-increasing ore business. Much of the ore is mined and used by the iron companies in this district, and the remainder is shipped to other nearby furnaces.

Ironaton furnace No. 1 of the Alabama Consolidated Coal & Iron Co., which was put in blast about two months ago, is working magnificently and is making about 200 tons of high-grade iron a day. There have been unforeseen and unavoidable delays in getting material, and the work of repairing and overhauling the

Gadsden furnace and Ironaton furnace No. 2 of the same company was not completed as soon as it was hoped it would be. However, it is now about completed, and both furnaces will be put in blast in a week or two.

Abundant stocks of ore, coke, limestone, etc., have been accumulated; mines and quarries are working smoothly, and every preparation has been made for all three of the furnaces to be operated to their full capacity without a hitch.

The Jenifer furnace, purchased recently by W. H. Weller and others, will be put in blast about January 15, after an idleness of several years. Charcoal will be used as a fuel at first, but coal mines are being acquired and coke will be substituted later.

The reported sale of the Woodstock furnaces and properties has not yet been consummated, and the furnaces are still cold. However, several different parties are after them, and there is little doubt that a deal of some kind will be made in the very near future, and these magnificent furnaces put to making iron.

The Ahrens & Ott soil-pipe works in Louisville, recently purchased by the Central Foundry Co., is being moved to this city and consolidated with the Tyler Pipe Works, which is owned by the company. This will more than double the size and capacity of the local plant.

The foundry of the Anniston Locomotive and Machine Works, recently destroyed by fire, will be rebuilt on an improved and much larger scale.

D. F. Constantine of this city, who recently purchased gold-bearing property at Idaho, Clay county, is erecting a 10-stamp mill, with the latest gold-saving machinery, and expects to have five stamps in operation by February 1. He has associated with him Sam Wallace and Professor Aughey, and the name of the corporation is the D. F. Constantine Gold Mining Co. The ore can be mined for a dollar a ton, and much of it is quite rich.

The new lime-manufacturing plant of the Lagarde Lime & Stone Co. is about completed, and will begin making lime in a week or ten days. There are three furnaces, and so far as known they are the largest in the United States, being over eleven feet in diameter. The capacity of the plant will be 400 barrels a day.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]

Philadelphia, Pa., January 10.

The situation in the iron and steel trade throughout Eastern and Middle Pennsylvania is as satisfactory as it could be. Furnaces are all oversold, mills are booming ahead with all the orders they can handle, and inquiries even at this time are being received for supplies for spring and summer, and quotations have even been asked for material for next October. From every point or view that we can take, the iron trade is strong and demand is going to increase. There is more danger, we think, of an upward tendency than a downward one. The locomotive works, ship-yards, engineering plants and large machine shops all over through this city are crowded with work, and have more work offered to them than they can possibly take. There has been no change in quotations in anything from pig-iron up to steel rails, and therefore space will not be taken to give quotations. A great many billets are wanted, but the holders at Pittsburg and Wheeling are refusing concessions which the buyers think they ought to have. Car builders are in the market asking for quotations on common iron for June and July delivery. Consumers think they must have concessions for such late delivery, but manufacturers, who think they have a better bird's-eye view of the field, say that there is but

little probability of weaker quotations in finished iron during 1900. A large amount of business is in sight for plates and shapes. Bridge building is going to consume an unusually large quantity of material this year. Steel-rail demand shows encouraging indications this week by way of inquiry. Representatives of merchant-steel mills are now corresponding with quite a number of small buyers, the result of which is likely to be the placing of a great deal of business during February. Quotations in iron and steel will probably remain firm on deliveries on this side of June or July.

The Iron and Metal Trades.

[Special to Manufacturers' Record.]

New York, N. Y., January 11.

In its weekly review the Iron Age says: "Owing to the fact that a considerable number of Southern blast furnaces were banked during the holidays, our blast-furnace returns for the first of this month show that productive capacity entered the new year at a smaller rate than it was early in December. This, however, is only a temporary matter, but it illustrates how a minor cause promptly knocks down record figures. It is noted that the majority of the districts show a slight increase in the stocks, but this is really so insignificant that it is not worthy of serious consideration. Slowly a number of additional stacks are getting ready for work, and the output is likely to go on increasing, provided, however, that there be no accidents. Just now the fuel supply is getting to be serious. We hear of banking now, and there is much significance, too, in the report that the famous Edgar-Thomson coke pile must be drawn upon. In other words, the least derangement in the clockwork movement in the pig-iron industry promptly checks the current enormous production.

"In foundry irons the market is practically at a deadlock. Important consuming interests are holding off to test the resistance of makers, while the majority of the latter are indifferent. There are soft spots in the market, however, and lower figures have been made to good buyers for moderate-sized lots. It is a fact, however, on the other hand, that large melters of iron have been feeling the market and seem inclined to take advantage of any bargains offered. As yet few opportunities have been offered.

"The steel market is exceedingly dull. There are reports of sales of Southern open-hearth billets in the Eastern market, but this has not touched the great consumers, who are still uncovered for a very large share of their requirements for the first half of this year. The leading makers of the country present an unbroken front.

"In finished material there is some stiffening, notably in the West, where an understanding among leading interests seems to have been reached on the prices of bars and of skelp.

"A better feeling prevails in the sheet trade. Isaac W. Frank of Pittsburg has again been appointed to receive options on the sheet mills, and has a number of them, which expire on April 1. It seems that even if some large interests in the Pittsburg district do not join, the work of consolidation is to go forward.

"In structural material and in plates business has been rather quiet lately. An interesting contract is coming up, and that is for 13,000 tons of bridge work for a leading trunk line—a fact which is cited as a proof that present prices do not frighten large consuming interests.

"Since the opening of the year a considerable number of announcements of increases in wages have been made. In nearly every case they deal with very large bodies of men, who are thus sharing in the prosperity of the iron trade."

He Got the Pass.

The following amusing story is told at the expense of Col. B. W. Wrenn, manager of the traffic department of the big Plant system, by a well-known newspaper man of New Orleans:

"Some years ago I was broke in New York," he says, "and hearing that B. W. Wrenn, passenger traffic manager of the Plant system, was in town, I called on him and asked for a pass to Jacksonville. It was a pretty cheeky request, considering that Wrenn didn't know me from Adam, and he very properly turned me down. However, I had to have that pass, so I kept on tackling him, each time presenting some new reason why the road should carry me to Jacksonville. The last time I called the clerk wouldn't let me in, and handed me one of my cards on which Colonel Wrenn had written, 'Keep this fellow out. If he bothers me any more I'll go crazy.' That gave me an idea, and I made a bee-line for Mr. Plant's private office. 'Mr. Plant,' I said, 'I want a pass to Jacksonville, Fla.' The old gentleman looked at me in amazement. 'On what grounds?' he asked. 'In exchange for treating Colonel Wrenn for threatened mental trouble,' I replied. Mr. Plant's face clouded. 'What kind of a game is this, sir?' he demanded, sternly. 'Colonel Wrenn is perfectly sane, sir, and I won't permit—' 'Pardon me,' I interrupted, 'but Colonel Wrenn is at this moment apprehensive of lunacy, and believes firmly that it rests entirely with me to avert the attack. I have his written statement to that effect in my pocket.' 'Let me see it!' Mr. Plant fairly shrieked. I handed him the card, and got ready to run. As he read the inscription his face relaxed. His piercing gray eyes began to twinkle. Finally he lay back in his chair and roared with laughter. 'Here, Mr. Smith,' he called to a clerk, 'give this young man transportation to Jacksonville and charge it to medical treatment for Colonel Wrenn.'—New Orleans Times-Democrat.

For a Textile School.

A bill has been introduced in the Mississippi legislature appropriating \$25,000 for the establishment of a textile school in connection with the State Agricultural and Mechanical College. In his message to the Mississippi legislature, Gov. A. J. McLaurin made a strong plea for such an appropriation. He said:

"I lay no claim to power to lift the curtain that veils the future, but I believe it will be but a few years until the greater part of the cotton handled by American mills will be manufactured in the cotton-growing States. We ought to do all we can to put Mississippi in the first class of these cotton-manufacturing States. The value of the cotton crop produced in our State last year, in its raw condition, was about \$40,000,000, estimated; its value when manufactured is about \$200,000,000, estimated. This is an appreciation of \$160,000,000 in the value of the cotton manufactured as compared with its raw value. It requires a great deal less labor to make the \$160,000,000 than it does to produce the \$40,000,000 worth of raw material, but it requires a certain amount and kind of learning and skill. The establishment of a textile department is recommended, in order that this learning and skill may be acquired. Departments are provided to educate our young men for the learned professions, and it is a wise provision. Like beneficial results can be obtained by the provision of a department for the training of our young men to convert our staple commodity into fabrics fivefold the value of the raw material as it is now exported. We export our cotton to have it manufactured for us; it is then returned to us, and we practically give about five pounds to have one pound

manufactured. The producer of the cotton pays the freight going and coming, and is deprived of the market that would be afforded for a great deal of other surplus produce if the operatives were manufacturing his cotton in his own community. We ought to exert our thought and energies to improve this state of affairs. An important step is to teach our young men to know how to convert the raw cotton into the fabrics that yield the best return in value. If they are to be taught, some place must be provided to teach them."

A Baltimore Demand.

Complaint is made that the channel leading to Baltimore is in such a condition that the Maryland pilots decline to take vessels through it except in broad daylight, and as a result that steamship companies including Baltimore in their service are at times put to a loss by this delay. As an illustration, the steamship Quernmore of the Johnston Line was recently held at her berth from 4 o'clock in the afternoon until 6 o'clock in the morning, the pilot claiming that he would not have sufficient daylight to take her through the channel, although it is less than twenty-five miles in length. This delay of fourteen hours meant a loss of fully \$125 in the food and wages of the crew, not calculating the fodder for her cargo of live-stock, fuel for the boilers and the loss of time, during which the ship would have covered fully 175 miles of her voyage to Liverpool.

Cottonseed-Oil Notes.

The cottonseed-oil mill at Gonzales, Texas, shipped 12,000 gallons of oil on the 3d inst. and one car of cake. The Gonzales Oil Mill Co. has shipped so far this season 80,000 gallons of oil.

Cottonseed buyers at Nacogdoches, Texas, have run the price of seed up to \$15 per ton, that price being paid on the 3d inst. by the local cotton-oil mill. Houston buyers are in the market, but the home mill got most of the seed.

The new year has opened with favorable features in the Texas market for cottonseed products. Cottonseed oil is strong, and two cents higher than a week ago, while cake and meal shows an advance of \$1 per ton. Prime crude oil, loose, is quoted 26 to 26½ cents per gallon, and prime summer yellow, 28 to 28½ cents; linters, per pound, 3½ to 3¾ cents, all f. o. b. mill at interior points; prime cottonseed cake and meal, \$20.50 to \$21 per ton delivered at Galveston. Houston mills are paying \$9.50 to \$10.50 per ton for cottonseed f. o. b. interior points.

Cottonseed products at New Orleans are very steady as to values. Cottonseed oil is offered in moderate-sized lots, and for crude oil prices are firmer, in sympathy with the advance in Texas. There is a fair demand for cottonseed meal and cake for export. The exports of cottonseed oil for the week ending the 4th inst. amounted to 758,000 gallons, and since September 1 3,236,200 gallons, against 4,578,550 gallons last season. The following are receivers' prices: Cottonseed, \$11 per ton of 2000 pounds delivered here for good, sound seed, including sacks; cottonseed meal, jobbing, per carload at depot \$21 per short ton of 2000 pounds, for export per long ton of 2240 pounds f. o. b. \$23; oilcake for export, \$23.25 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, 25 to 26 cents per gallon, loose, f. o. b. tanks here; in barrels, 27 to 28 cents; cottonseed hulls, delivered, per 100 pounds, according to location of mill, 20 cents; linters, according to style and staple—A, 3½ to 4½ cents; B, 2½ to 3 cents; C, 2 to 2¼ cents; ashes, none; refined cottonseed oil, strictly prime, 32 to 33 cents, in barrels, per gallon, at wholesale or for export f. o. b.

FOREIGN TRADE.

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

THE SHIP-SUBSIDY BILL.

How to Develop Our Merchant Marine.

The news comes from Washington that the prospects of passing at this session a subsidy shipping bill, on the lines of the measure pending in both houses of Congress and known as the Hanna-Payne bill, are quite favorable. It appears that informally before adjournment the leaders of the Senate agreed that after the holidays the financial bill, which has already passed the House, should first be taken up, and that after it had gotten well under way the shipping bill and the Hawaiian bill should be the next in order. Brought up for consideration at so early a date, there should be no difficulty in placing the shipping bill on the statute-book before the end of the session.

And there is not an interest in the United States that more urgently needs something to be done for it than our merchant marine. As we have pointed out on several occasions, American ships carried only between 8 per cent. and 9 per cent. of American commerce across the ocean the past year, and our lack of ships to do our own carrying cost the American people somewhere in the vicinity of \$200,000,000 in the twelve months.

We are surely "standing in our own light" when we pay foreign shipowners this large sum of money every year to do our carrying for us, when we might just as well do it for ourselves. Foreign governments are more enlightened over this ocean-carrying business than we are; they give liberal subsidies to their shipowners to encourage them in building and running merchantmen, while we give our shipowners not a cent but a meagre rate for carrying mail.

The pending Hanna-Payne bill proposes to give American shipowners such a modest subsidy for their vessels as will make up to them for the difference in the cost of labor on this side and the other side of the Atlantic. And, in proposing to give them this modest subsidy, the bill provides that no vessel shall receive a subsidy until her owner enters into a contract with the government to set about building another vessel of similar dimensions—a provision which will of course secure the doubling, or more possibly the trebling or quadrupling, of our present merchant marine in two or three years.

The Hanna-Payne bill, or some measure on nearly its lines, ought to be put on the statute-book this session, and it is pleasing, therefore, to hear that the chances are rosy.—New Orleans Times-Democrat.

British and American Shipbuilding.

The estimates of tonnage built in British ship-yards during 1899 shows that it aggregated 1,713,000 tons, compared with 1,661,000 tons in 1898. On the Clyde river alone 491,000 tons were built. In American ship-yards during the same period it is estimated that 954 vessels were constructed, aggregating 267,642 tons, or one vessel less than 1898. The tonnage, however, of last year amounted to 30,000 more than during the preceding year. The tonnage for American-built vessels for the year represents but 15 per cent. of the construction in Great Britain, yet the majority of the ships built on the other side are intended principally for the transatlantic trade, and a number of the largest are intended principally for the

business between Southern ports and Europe.

The figures indicate the opportunity which awaits new shipbuilding companies in this country, and especially in the Southern States. Today every shipyard in the United States is crowded with work, and several will employ their present number of men for a period of years to complete the orders in hand. As an indication of the activity, a dispatch from Richmond states that the William R. Trigg Shipbuilding Co. has recently refused an order for two large steamers for use on the great lakes, as it could not take any more contracts with the tonnage it has now secured.

Exports to China.

During the past year the exports of cotton goods to China amounted to 234,249,450 yards, valued at \$10,541,000. This is an increase over 1898 of about \$3,600,000 in value, while the quantity was greater by 77,935,295 yards. Both in quantity and value the increase was about 50 per cent., which is an indication of the expansion of American trade in the East. The exports to China represented about 55 per cent. of the total exports of cotton goods, which amounted to 423,331,108 yards, valued at \$19,995,000. It is interesting to note that during 1896-97-98 the value of cotton exports to China showed but a small increase, the average being less than \$500,000 a year. The saying that "commerce follows the flag" is verified by these statistics.

Round-Baled Hay for Africa.

A carload of hay was recently received at New Orleans for shipment to South Africa which had been packed in round bales. It is stated that this process is favored over the other method of baling, for the same reasons that apply to cotton. More of it can be stored away in a certain space, and it can be handled with greater ease. It is understood that a large quantity of this material will be baled in the same manner for export, as it has been ordered by the British government.

More Ships for Mallory Line.

The Mallory Steamship Co., operating a fleet between New York and Galveston, it is announced, has decided to add two new vessels, and will let contracts in the near future. They will be designed for passenger as well as freight business, and, according to statements of officials of the company, will be larger than those now in service. The steamship Leona on this line is to be enlarged and practically rebuilt.

Jottings at the Ports.

The exports from Pensacola, Fla., during 1899 amounted to \$14,581,321, an increase of more than \$4,000,000 over those of 1898. Included in them were shipments of merchandise, iron, furniture and chickens to Havana.

A dispatch from New Orleans, La., is to the effect that the Louisville & Nashville Railroad has made arrangements with the United Fruit Co. to send business to Central America by way of this line. Arrangements will be made for the accommodation of passengers as well as freight.

A dispatch from Port Arthur, Texas, is to the effect that the amount of export business centering at that port is constantly increasing. Recently six vessels were at the docks at one time taking on grain, cotton and miscellaneous exports. The grain elevator is being taxed to its utmost capacity to load cargoes.

The Board of Trade of Jacksonville, Fla., has elected Charles E. Garner, president; Leopold Furchgott and W. S. Ware, vice-presidents.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Two Important Branches.

The city of Montgomery, Ala., has been especially favored by the railroad companies during the last few years. Following the extension of the Mobile & Ohio to that city comes the announcement that two important branches of the Louisville & Nashville system have been completed, which will make Montgomery the principal market for an extensive territory which has hitherto been separated from it by lack of transportation facilities. The branches referred to are between Pineapple and Repton, Ala., and between Georgiana and Andalusia. They represent seventy-six miles of new construction. The Pineapple branch gives Montgomery communication with Escambia, Monroe, Wilcox and Dallas counties, forming one of the richest sections of Southern Alabama. It is estimated that two of the counties alone produce 50,000 bales of cotton yearly, most of which will be sent to Montgomery by the new line. A large acreage of grain is also raised in the same section, which heretofore, with the cotton, has been sent to market by the way of the Alabama river, owing to lack of rail transportation. Between Georgiana and Andalusia are extensive tracts of timber land, and a large number of lumber mills and other industries have been established along the line between these towns, while both of them are increasing in population and business. It is understood that the branch is to be further extended to the town of Geneva, Ala., which will bring this place into connection with Montgomery as well.

Making Cars at Home.

The New Orleans & Northeastern Railroad Co. is one of the Southern corporations which has facilities for constructing its own rolling stock. It has a plant at Meridian, Miss., where it proposes to build about 500 cars during the present year. In a recent interview one of the officials of the company said:

"We can make cars at our shops in Meridian as cheaply as they are made anywhere else in the United States. This season we will have several hundred to make, for the dearth of rolling stock this past winter has forced upon the road the importance of being better provided with cars, etc. We have a large shop at Meridian, employing several hundred men, and we have had it demonstrated that the work can be done there cheaper than at the larger car factories."

This is in line with the article recently published in the Manufacturers' Record, in which a number of prominent railroad officials asserted that the South possessed as many advantages as any other portion of the country for constructing rolling stock.

Interested in Tennessee.

The timber tracts in Monroe county, Tennessee, have attracted the attention of a number of Pennsylvania lumbermen, who are considering the construction of a railroad in this part of the State to connect with the Atlanta, Knoxville & Northern Railroad to give an outlet to market for the hardwood and other lumber. Among those interested are J. B. Coulston, L. B. Siebert and F. L. Andrews of Coudersport, Pa.; B. C. Blaisdell and H. K. Holbrook of Bradford and F. S. Blaisdell of Red Bank, N. J. The party recently made an examination of a tract on which it had secured an option.

In a letter to the Manufacturers' Rec-

ord Mr. Coulston writes that surveys have been made for the proposed railroad, but that nothing further will be done before spring, as the weather will not permit.

Chesapeake & Ohio's Record.

The Chesapeake & Ohio earned in 1899 about \$12,500,000, the largest sum in its history. The increase for the last six months, compared with the same period of 1898, is estimated to be \$558,000. A part of the improvement in business is due to the completion of improvements to the system. It now has two lines between Richmond and Clifton Forge, Va., and 151 miles of double track completed or under construction. This enables the Chesapeake & Ohio to carry a much larger freight tonnage without delay than in the past. During 1899 111 miles of new rails were laid, while several large stone and iron bridges replaced wooden work. It is calculated that the new grain elevator at Newport News will be completed in July, as well as most of the coal and other wharves.

Extension to San Antonio.

Another important piece of railroad construction in Texas during the present year is to be the extension of the Missouri, Kansas & Texas to San Antonio. The extension was surveyed several years ago, and estimates have been made of the cost, etc., but for various reasons it was postponed. It is now announced officially that the extension will be built during 1900, and the chief engineer of the company, Mr. S. B. Fisher of St. Louis, with several other officials, has been in San Antonio completing the final arrangements. The length of the extension will be about fifty miles, construction work beginning at San Marcos. Its completion will give San Antonio another railroad connection to St. Louis and the North through one of the most extensive systems of the Southwest.

Southern Pacific in Texas.

In a letter to the Manufacturers' Record Mr. J. T. Mahl, engineer of the Southern Pacific Company, gives further details relative to the new construction in Texas during the present year. He writes that it is the purpose of the company to connect its Texas Trunk division with the branch extending from Beaumont to Rockland. The distance to be covered by the extension will be about 160 miles. In addition to this, a contract has been let for twenty-five miles of extension in Henderson county and twenty-five miles in Angelina county, north from Rockland. The terminus of the last branch will be Nacogdoches, in the county of the same name, where connection will be made with the extension of the Houston, East & West Texas Railroad.

Fast Time on the Southern.

A special train, which consisted of a locomotive and one car, recently made a run over the Southern Railway between Salisbury and Atlanta in 279 minutes, including stops. The distance is 313 miles. The number of miles per hour averaged between sixty-three and seventy at all times. This shows the excellence of the roadbed of the Southern, as well as the power of its rolling stock.

Favor the Consolidation.

The Richmond Chamber of Commerce has adopted resolutions favoring the consolidation of the various lines included in the Seaboard Air Line as planned by President Williams, believing that the consolidation will be of much benefit to Richmond.

The Carolina Construction Co., recently

incorporated at Richmond, it is understood, will take up a number of contracts along the Seaboard Air Line. It is capitalized at \$200,000, and includes John Scott of New York as president, while the directors comprise John Scott, T. M. R. Talcott, assistant to the president of the Seaboard Air Line; C. H. Nolting, E. Randolph Williams, attorney for the Seaboard Air Line, and R. A. Lancaster.

Railroad Notes.

Charles H. Barham has been appointed as assistant general freight agent of the Nashville, Chattanooga & St. Louis Railroad Co.

Mr. E. M. Rumph has been appointed horticultural agent of the Louisville & Nashville, with headquarters at Evergreen, Ala.

The United States & West Indian Railroad & Steamship Co. of Plant City, Fla., has been formed, with a capital of \$1,000,000, it is stated, to construct a railroad through Manatee county, in Western Florida, and operated in connection with a line of steamships to West Indian ports. J. L. Young and L. E. Moody are among the incorporators.

Mr. E. St. John, vice-president of the Seaboard Air Line, has been elected to the same position in connection with the Richmond, Petersburg & Carolina Railroad, now under construction. The election is a merited tribute to Mr. St. John's ability and experience, which have been shown so notably in his present association with the Seaboard.

The Atlantic Coast Line announces its winter service to Florida, beginning January 16, in a very artistic pamphlet which contains not only the timetables, but a description of the train service illustrated with views of summer and winter scenes, contrasting the North and the South. The Florida & West Indian Limited train, which leaves New York at 8.55 A. M., reaches Jacksonville at 11.50 A. M. on the following day and Miami at 11.20 at night. The New York & Florida Special, which leaves New York at 12.25 P. M., reaches Jacksonville at 1 o'clock the next day, or in time for luncheon, and Tampa at 9.30 at night. This gives an idea of the fast time made over this route.

Mr. Edwin Lehman Johnson, whose work as a consulting expert in cotton oil and as a student of cotton in the South is familiar to readers of the Manufacturers' Record, and who has seen service in the Philippines with the Tennessee Regiment, has returned to this country, and has resumed his work at Fort Hill, S. C.

The Gulf, Colorado & Santa Fe Railroad Co. recently hauled a carload of cotton to Galveston which consisted of 320 round bales, weighing 79,256 pounds, or nearly forty tons. This is the largest carload of cotton, it is stated, which has ever been received at that port.

The Progressive Union of New Orleans has elected A. B. Blakely president; M. J. Sanders and S. L. Breaux, vice-presidents; J. A. Blaffer, manager; C. L. Brackett, secretary, and G. A. Blaffer treasurer.

The Business League of Houston, Texas, has elected H. F. MacGregor president; Edward Kiam, H. W. Cortes and H. Henke, vice-presidents; Tom Richardson, secretary, and T. W. House, treasurer.

State Mine Inspector J. De B. Hooper of Alabama estimates that 7,500,000 tons of coal were produced in the State last year and that the production this year will approximate 10,000,000 tons.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

The Cotton Movement.

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, for January 5, the amount of cotton brought into sight during the 127 days of this season was 6,057,516 bales, a decrease under the same period last year of 1,896,038 bales. The exports were 2,753,614 bales, a decrease of 1,672,847 bales. Takings by Northern spinners were 1,498,691 bales, an increase of 202,129 bales; by Southern spinners 615,113 bales, an increase of 58,561 bales. Under date of January 6 Messrs. Latham, Alexander & Co. of New York express the belief that the percentage of falling off in receipts from now until the close of the season will be greater than has already been shown. They add:

"Only today we are in receipt of replies to a circular telegram sent to reliable parties at uncounted towns, a tabulation of which shows that while at some points there is a stock larger than last year, at many others the stock is much smaller than last year, and the difference between them is too small to cut any figure of consequence in the total crop. These same replies say while the stocks may be slightly larger at the towns, the report is universal that there is no cotton in the fields and less held on plantations at this time than for a great many years. During the whole season conditions for marketing the crop have been unusually good, and it would not be natural that cotton should not have been sent to towns rapidly for storage, insurance, etc. Surprise has been expressed how well prices have been maintained in Southern spot markets in face of temporary fluctuations in Liverpool and New York. The cause seems obvious: the holders of cotton in the South know that the crop is to be a very small one; that all Europe is heavily short of its usual supply, while consumption continues on as large a scale as last year. They are convinced that spinners have been greatly deceived as to the extent of the crop, and will not much longer decline to supply their wants when they have profitable engagements to fill, and the prospects for a continued large consumption during the new year were never more flattering than today."

Solid Cotton Facts.

"Cotton Facts" of the edition of December, 1899, has been issued by Col. Alfred B. Shepperson of New York. This valuable compilation, from official and other reliable sources, with crop receipts, exports, stocks, home and foreign consumption, visible supply, prices and acreage of cotton in the United States and other countries, contains in addition special articles on cotton manufactured in Japan and China, the consumption of Egyptian and Peruvian cotton in the United States, progress of cotton manufacturing in 1899 in Europe, United States and India, with special reference to the advantages of Southern mills and the improvements in the baling of American cotton. Persons who are anxious about the future of the New England cotton industry may find comfort in these words of Colonel Shepperson: "There is too much capital invested in New Eng-

land and the Middle States in cotton manufacturing for this great industry to be seriously curtailed in the near future, much less abandoned. There is now room for all, but eventually the mills near the cotton fields will undoubtedly manufacture practically all except the higher grades of yarns and goods. That many manufacturers in this country and England realize this tendency is evident from the higher class of yarns and goods they are now making than formerly. On coarse productions the Northern mills cannot now compete with the modern Southern mills, and on some medium productions the competition of the South is so keen as to greatly restrict and even to prevent profit."

A 20,000-Spindle Mill for Mobile.

The projectors of a 20,000-spindle cotton factory for Mobile, Ala., met last week and concluded arrangements to locate the plant. The Barker Cotton Mill Co. has been organized, and officers have been chosen as follows: President, George D. Barker; vice-president, Francis Lowell Hills; manager, F. S. Mosher. The directors are Messrs. Mosher, Hills and Barker, D. R. Burgess, A. C. Danner, G. C. Clarke and E. L. Russell. The company will arrange for an early letting of contracts for erection of buildings and the installation of machinery, which is to include 20,000 spindles, etc., for producing finished cotton goods of a coarse grade. The plant will cost about \$400,000.

To Be Known as Arlington Mills.

Mr. G. W. Ragan's new company at Gastonia, N. C., reported at length several weeks ago, has filed application for charter, taking the name of the Arlington Mills. Directors have been chosen as follows: G. W. Ragan, L. L. Jenkins, J. D. Moore, A. A. McLean and C. E. Adams. The company has purchased sixty acres of land as site for the proposed 6000 (and possibly 10,000) spindle plant, and will commence work on it at once. The machinery has been ordered. Capital stock is \$125,000.

To Have 10,000 Spindles.

The De Kalb Cotton Mills of Camden, S. C., mentioned last week as applying for incorporation, will build plant at once. The incorporators are E. A. Boykin of Camden, S. C.; R. L. Barstow of Boston, Mass.; R. W. Mitcham of Walterboro, S. C.; F. M. Zemp and W. M. Shannon of Camden, S. C. A site for the mill has been purchased and its equipment decided to be 10,000 spindles and complementary apparatus. The motive power will probably be electricity. Capital stock is \$200,000.

Textile Notes.

John H. Cates of Decatur, Texas, is interested in organizing a cotton-factory company.

The Chesapeake Knitting Mills of Berkley, Va., were damaged by fire to the extent of \$6000.

Ed. G. Vorhies of Lafayette, La., is interested in the organization of a company to build a cotton factory.

The Kesler Manufacturing Co. of Salisbury, N. C., intends to add 5000 spindles, thus doubling its equipment.

The directors of the Abbeville (S. C.) Cotton Mill held a meeting last week and declared an annual dividend of 3 per cent.

The business men of Fort Valley, Ga., are endeavoring to organize a \$30,000 stock company to build a knitting factory.

The Linden Manufacturing Co. of Davidson, N. C., has declared a dividend of 4 per cent. on the business of the year 1899.

Col. R. M. Mitchell of Atlanta, Ga., is interested in the organization of a \$100,000 cotton-factory company at Washington, Ga.

The county court of Jackson, Tenn., has voted to donate a \$6000 site for a cotton factory to be built by Massachusetts capital; it is said the mill will cost \$40,000.

Two cotton-factory projects are under way at Abbeville, S. C., one being promoted by A. W. Smith and the other by Messrs. Charles E. McKay and J. C. Klugh.

S. T. Moore of Simpsonville, S. C., states that a movement for the formation of a cotton-factory company is progressing. As soon as definite steps are taken further particulars will be given.

Messrs. J. S. Perry, J. E. Longmoor, R. H. Hicks, F. M. Scarborough and B. Loewenstein of Rockdale, Texas, are organizing a \$50,000 stock company for the purpose of erecting a cotton factory.

Messrs. H. C. Lemly, H. P. Brown, W. B. Pollard and W. A. Lemly of Salem, N. C., have incorporated the Twin City Knitting Mills, with capital stock of \$50,000, to build mill as indicated in title.

Messrs. L. Banks Holt, H. W. Scott and James K. Mebane of Graham, N. C., have incorporated the Scott-Mebane Manufacturing Co., with capital stock of \$45,000, to manufacture thread, warps, overalls, etc.

The directors of the Abbeville (S. C.) Cotton Mill met last week and declared a 3 per cent. dividend. The company declared a similar dividend December 1 last. This latter was available earlier in the fall.

The Valley Falls Manufacturing Co. of Lolo, S. C., organized several months ago, has commenced the erection of its proposed cotton factory. The capital stock is \$100,000. S. W. Scruggs is president and treasurer.

The Long Island (N. C.) Cotton Mills will rebuild and repair that portion of its plant that was damaged by fire last week. The loss was about \$10,000, principally in picker-room. Operations will be resumed in sixty days.

The Andrews Milling Co.'s property at Point Peter, Ga., has been purchased by parties who intend to utilize same for erection and operation of cotton factory. The property includes land, buildings and water-power privileges.

Messrs. A. N. Wood, J. A. Carroll, J. Q. Little, E. R. Cash, R. A. Jones, W. L. Littlemeyer and L. Baker of Gaffney, S. C., have incorporated the Limestone Manufacturing Co., with capital stock of \$200,000, to build a cotton factory.

The annual meeting of the Highland Park Manufacturing Co. of Charlotte, N. C., was held last week. Officers and directors were elected for the ensuing year. W. E. Holt is president. This company recently paid a semi-annual dividend of 4 per cent.

W. H. Wilkeson of Abbeville, Ga., is mentioned in connection with the proposed erection of a cotton factory, and is desirous of corresponding with manufacturers or owners of cotton-mill machinery with a view of locating factory at that point.

Mr. O. S. Causey, in charge of construction of the Thomaston (Ga.) Cotton Mills, recently reported, states that the two-story 75x200-foot building is rapidly nearing completion. This will be a 5000-spindle mill at present, and will be doubled in the near future.

Superintendent W. E. Knox of the Louisville & Nashville Railroad at Anniston, Ala., is corresponding with Northern parties who contemplate building a cotton-yarn mill in the South, possibly at Annis-

ton. A bleachery will be built also in connection with the mill. This latter will remove Northern equipment.

The Southern Bank of Savannah, Ga., contemplates overhauling, improving and rehabilitating the Savannah Cotton Mills. The bank purchased the property three years ago at foreclosure sale, and failing to find a purchaser will probably put the mill in operation. The plant has 10,000 spindles and other machinery.

The stockholders of the Statesville (N. C.) Cotton Mills held a meeting last week to consider annual reports. The condition of the company's business was found to be very satisfactory, and a dividend of 8 per cent. was declared. Provision was also made for the installation of \$25,000 worth of new machinery. William Wallace is president.

Messrs. O. S. Causey and Robertson of Thomaston, Ga., have purchased large interest in and will operate the Wayman Cotton Mills of Waymanville, Ga., as reported recently. The plant has 3480 spindles and seventy-six looms, which capacity they propose to double at once. This enlargement means an expenditure of probably \$75,000.

The Crescent Cotton Mills of Rock Hill, S. C., has about completed the improvements for which it issued \$50,000 in bonds, as reported recently. The company has now 8000 spindles and 200 looms in place, and intends to replace these with new machines; 3500 of the new spindles are now at hand, and will be put in position soon. A number of new looms will also be added.

It is proposed to organize the Mt. Vernon Cotton Mills Co. to build at Mt. Vernon, Texas, the mill lately reported as projected. The company is desirous of obtaining particulars regarding mills of respective cost of \$35,000, \$50,000 and \$75,000. Manufacturers of machinery are asked to submit itemized cost of engine, boiler, looms, spindles, etc.; product to be 10 to 40 yarns.

The Pelham Manufacturing Co. of Pelham, Ga., has been organized, with capital stock of \$50,000, for the erection of a cotton factory of 3800 spindles and complementary machinery for the production of osnaburgs and duck. Work on the plant is now in progress. Twenty cottages are being built for the mill operatives. J. L. Hand is president, and B. U. Curry, secretary-treasurer.

The Cora Mill of Kings Mountain, N. C., mentioned last week as forming, has fully organized, capital stock being \$100,000, and having privilege to increase to \$250,000. The directors are Messrs. F. Dilling, C. A. Dilling and Dr. O. G. Falls of Kings Mountain, N. C.; J. P. Wilson, Henry M. McAden and William Anderson of Charlotte, N. C.; W. P. Sharples of Philadelphia, Pa. Capt. F. Dilling is president; Mr. McAden, vice-president, and Dr. Falls, treasurer. The company takes the title of the Cora Cotton Mills, and has commenced the erection of the plant.

During the week ended January 6 the output in the Joplin, (Mo.) district was 7,322,590 pounds of zinc ore and 964,670 pounds of lead ore, valued in all at \$146,608. Statistics published in the Daily Globe of Joplin show that during the year 927 new houses were built in the town, costing \$1,461,460; an electric improvement, costing \$460,000, and water-works improvement, costing \$200,000, were made. The new mining plants in the district number about 400.

The American Bonding & Trust Co. of Baltimore has created the office of second vice-president, which has been filled by the election of Ernest Hoen, Jr.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., January 11.

The first week of the new year has shown a moderate volume of trade in nearly every avenue of the local lumber market. It is yet too early to give a definite forecast as to the future, but from all indications the winter and spring months will develop a good business. The demand at the moment for North Carolina pine is quite brisk for the better grades, and considerable lumber has been sold during the past week, both for domestic and foreign account. Among local dealers there is a limited inquiry just at present, but after the old year's accounts are audited and new books opened business will revive. Yardmen and boxmakers are purchasing in small lots, and the demand from builders is moderate. In white pine there is a fair demand, with values firm and hardening. The hardwood trade is brisk, and the demand for certain grades is very decided, while stocks at all milling points continue very light. The demand from furniture dealers, wagon shops and other sources in nearby towns continues very satisfactory, while prices rule strong and higher. There is very little foreign export trade at the moment, but shippers look for some good business in late January and early February.

Norfolk.

[From our own Correspondent.]
Norfolk, Va., January 8.

The opening of the new year shows the lumber market at this and adjacent milling points surrounded by the most encouraging features, and the prospects for a continuance of the activity of last year very flattering. Stocks on hand at all the mills in this section are reduced to a minimum, and with the urgent demand existing orders are often difficult to fill, and are sometimes declined under present conditions. There has been unusually favorable weather for logging during the autumn of last year, and up to the present operations in the woods have met with few restrictions. All the mills in the North Carolina pine belt have an abundance of orders, and some are running day and night in order to fill contracts. There is at the moment considerable business with foreign houses, and some orders from Great Britain and the Continent are being received. A very fair indication of the state and course of the market was shown in the action of the North Carolina Pine Lumber Association at its meeting in this city last week. The meeting was attended by representatives in most cases of the heads of nearly twenty of the most prominent manufacturing concerns in Virginia and Eastern North Carolina, and was a harmonious one in every sense. The industry was discussed, and all reports from milling sections represented were similar in character, and showed a healthy tone of affairs throughout the North Carolina pine belt. The association, after summing up the work of the year and the outlook for future operations, decided to make another advance in prices. The advances heretofore made have averaged 50 cents per 1000 feet, and aggregated an increase of \$2 for the year when the meeting last week added another \$1 per 1000 feet to present prices. The association has also accepted an invitation to make an exhibit in the forestry department of the United States at the Paris Exhibition. The exhibit will include hundreds of specimens

of dressed and undressed pine lumber, which will be forwarded on a special ship in about thirty days. Among planing mills here there is considerable activity, and dressed lumber is in brisk demand at the advance. Shipments by rail are better, as cars are not so scarce, while vessels suitable for the carrying trade are still moderate in offerings, with rates firm. The following charters were reported last week: Schooner Samuel C. Hart, 248 tons, Norfolk to New York with lumber at \$3; schooner Albert Mason, 271 tons, same at \$3.25, and schooner Annie Bliss, 275 tons, Norfolk to Boston with lumber at \$4.75.

Charleston.

[From our own Correspondent.]
Charleston, S. C., January 8.

At this and adjacent milling points the movement in lumber and other wood products continues to expand in volume, and the general market is very steady, with stocks light and shipments liberal. There is a good demand from Northern ports for all desirable grades of yellow pine and cypress lumber. Mills at Georgetown are at present very busy, and on the completion of milling plants now under construction the output from that port will be materially increased. Among the shipments last week from this port were the following: Schooner Jennie Lockwood with 240,000 feet of lumber and steamer Seminole with 125,576 feet, both for Boston, Mass. New York shipments were 468,000 feet per schooner Pasadena. The total shipments of lumber since September 1 aggregate 17,202,628 feet, against 8,196,148 feet last year. Lumber freights continue firm, with a light offering of tonnage.

Savannah.

[From our own Correspondent.]
Savannah, Ga., January 8.

There is at this port a splendid business in all departments of the lumber trade, and the new year opens with a most encouraging outlook for millmen at all points in the State. Both at this and nearby ports of Georgia, as well as at all points in the interior, trade is better now than during any time last year. Shippers find difficulty in securing desirable tonnage, and railroads are taxed to their utmost in furnishing cars sufficient for the demand. Prices for all desirable grades of lumber continue firm, and orders are plenty. At Brunswick there is no decrease in the volume of business, and the demand is more decided than in December. Scarcity of tonnage restricts business both domestic and foreign, although there is a better offering of tonnage than last month. There is a good business at Darien, shipments both foreign and coastwise improving. The shipments of lumber direct from Savannah last week amounted to nearly 3,000,000 feet to Northern ports. Freights are still firm at \$7.50 to \$7.75 to New York for lumber and 27 cents for cross-ties; Darien to Norwich, \$8.25.

Mobile.

[From our own Correspondent.]
Mobile, Ala., January 8.

The condition of business here both from a commercial and industrial standpoint may be written satisfactory and the opening of the new year characterized by many encouraging features in the several lines of trade. Among the primary industries that of lumber and timber is more than holding its own, showing from week to week a material increase in the volume of business. The lumber trade is especially brisk and prices firm at the recent advance. At a meeting of the Export Bureau of Information held here on the 3d inst. the lumber and timber industry was reported in a flourishing condition. The committee on classification

made their report and the meeting adopted the following changes in prices: Cuban schedules were advanced to \$12.50; South American schedules to \$12.50, 40 to 49-foot lengths \$3 extra and 50-foot and up \$5 extra, and South American schedules not to have over 25 per cent. of 1x3. The demand for lumber at the moment seems to be even more pronounced than in the last quarter of 1899, and from Cuba, Central and South America and Northern ports some good orders are being received. Shipments last week amounted to 2,341,118 feet, of which 1,130,140 feet went to Buenos Ayres, A. R., 500,000 to New York, 665,342 feet to Cuba, and the balance to Central American ports. The total shipments of lumber since September 1 amount to 47,078,311 feet, against 18,028,249 feet last year, an increase in four months of 29,050,062 feet. At all adjacent milling sections in this State and Mississippi stocks are very light, the output nearly all being shipped as it leaves the mill. The timber situation is in fair shape, and while shipments are not heavy, stocks are firmly held at ruling prices. There is a fair inquiry from Great Britain and Continental ports, but freights are yet too high to afford a lucrative trade to shippers. Sawn timber is firm at the recent advance, and is quoted at 15½ cents per cubic foot, 40-foot basis, with contracts at 15 cents. Cypress logs are in good demand at 8 to 12 cents per cubic foot. There is a fair demand for round ash, oak, poplar and gum. Hewn timber is quoted at 15 cents per cubic foot, with contracts at 14 to 14½ cents; hewn oak, 15 to 18 cents per cubic foot, and hewn poplar at 12 cents per cubic foot. Among the charters reported are the following: British schooner Orono, 137 tons, from Ship Island to Basse Terre with lumber on private terms; schooner Scotia, 347 tons, from Mobile to New York with lumber at \$9, and schooner B. R. Woodside, 422 tons, from Mobile or Ship Island to New York with lumber at \$9—option Sound \$9.25 or Boston \$10.

Lumber Notes.

The Tallahal Lumber Co. of Ellisville, Miss., was chartered last week with a capital stock of \$20,000.

The Jennings Handle Co. of Charleston, W. Va., has received an order from a firm in Germany for 1700 dozen handles.

The exports of lumber and timber from the port of Pensacola, Fla., for the month of December amounted to 20,810,497 feet and of oak staves 288,608.

J. E. Tomlinson and John Fish will erect a new saw and planing mill at Somerset, Ky. The firm will manufacture and export hardwood lumber.

The Southern Box & Lumber Co. of Nashville, Tenn., has purchased the old Douglass manufacturing plant on the banks of the Cumberland river.

C. V. Peacock has purchased 25,000 acres of timber land in Wayne county, Georgia, and will, with Parks & Luckie, establish a saw-mill for developing the property.

The Stone Lumber Co. at Bristol, Tenn., has shut down in order to make some repairs. A new engine-house is being built, and the engine of the plant is being readjusted as to location.

The Kentucky River Lumber Co. of Frankfort, Ky., was incorporated last week, with a capital of \$50,000. The incorporators are Charles E. Nason, Frank Stagg and Adjutant-General Collier.

The shipments of lumber from the port of Fernandina, Fla., for the twelve months ending December 31 aggregated 91,119,610 feet, of which 82,161,515 feet were coastwise and 8,958,610 feet foreign.

Ben. S. Ferguson has purchased a large

body of timber land near Colmesneil, Texas, on the Trinity & Sabine Railroad, and will erect a saw-mill to cut 30,000 feet a day. Work on the plant will commence at once.

The Baltimore Sash & Door Factory at Baltimore, Md., has been incorporated, with a capital stock of \$75,000. The incorporators are Henry J. Glick, W. H. Waltz, James T. Johnson, Daniel E. Keen and others.

The dry-kiln of W. W. Lambert & Co. of Poplarville, Miss., was destroyed by fire on the 1st inst., together with about 60,000 feet of lumber, entailing a loss of \$5000. There was no insurance. The dry-kiln will be rebuilt at once.

The mill and timber men at Farmers, Ky., and on Upper Licking fear a heavy loss of timber when the ice breaks up, as the river is full of rafts and loose logs. The first rise will bring timber sufficient to put four mills in operation at Farmers.

A charter was granted last week to the Goodlander-Robertson Lumber Co. of Shelby county, Tennessee. The capital stock of the company is \$10,000. The incorporators are E. E. Goodlander, F. B. Robertson, J. H. Mayor, H. C. Laswell and A. J. Holroyd.

The board of directors of the James River Lumber & Supply Co., with principal office at Newport News, Va., has declared a dividend of 3 per cent. out of the earnings of the company for the past six months, payable to the stockholders on and after January 1, 1900.

The Gulf Red Cedar Co. of Selma, Ala., has secured the plant and properties of the Alabama Lumber Co. of Paint Rock, Ala. The Red Cedar Company will convert the plant into a factory for the manufacture of pencil slats. Details of the purchase and the price paid have not been made public.

The annual shipments of lumber from the port of Jacksonville, Fla., for 1899, as reported by the Jacksonville correspondent of the Manufacturers' Record in his letter of the 1st, were 105,270,169 feet, which should have been 117,225,935 feet, an omission of 11,955,766 feet, which represented the foreign shipments.

At a meeting of the North Carolina Pine Association held in Norfolk, Va., last week another advance in prices was ordered. The advances heretofore made have averaged fifty cents per thousand feet and aggregated an increase of \$2 for the year and \$1 added on the 4th inst. to present prices, being an increase of \$3 per thousand feet since January 1, 1899. The association accepted an invitation to make an exhibit in the forestry department of the United States at the Paris Exposition. The exhibit is now being prepared. A representative will be sent to Paris to take charge of it.

The regular monthly meeting of the Export Bureau of Information was held in Mobile, Ala., on the 3d inst. Capt. J. W. Black, the chairman, called the meeting to order, after which the minutes of the last meeting were read and approved. The chairman of the committee on classification appointed at the last meeting submitted his report, which was adopted. A motion was made that Cuban schedules be advanced to \$12.50, 40 to 49-foot lengths \$3 extra and 50-foot and up \$5 extra, and South American schedules not to have over 25 per cent. of 1x3. This motion was adopted.

The Chamber of Commerce of Henderson, N. C., has been organized, with Messrs. J. B. Owen, president; D. Y. Cooper, vice-president; W. A. Hunt, secretary and treasurer; G. B. Harris, J. P. Taylor, W. S. Parker, A. C. Zollicoffer and Robert Bunn, executive committee.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with every one interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Alabama—Coal Lands.—It is reported that the Tennessee Coal, Iron & Railroad Co. of Birmingham will purchase 40,000 acres of coal and iron lands in Northern Alabama and develop same.

Anniston—Yarn Mill.—Eastern cotton-mill parties are desirous of establishing a mill in the South; probably will locate at Anniston; will also establish bleachery in connection. W. E. Knox, superintendent Louisville & Nashville Railroad Co., Anniston, can give information.

Athens—Planing Mill, Sash, Door and Blind Factory.—Oliver Hansen of Wisconsin will remove his planing mill, sash, door and blind factory to Athens. Address care of J. C. Christensen at Athens.

Bessemer—Rolling Mill.—Adler & Co. of Birmingham, Ala., who were recently reported as having organized the Bessemer Rolling Mill Co., to improve and put in operation the Bessemer Rolling Mill, have, it is reported, disposed of their interests to other parties, who will organize a new company and operate the plant. It is thought that the Republic Iron & Steel Co. of Birmingham was the purchaser.

Birmingham—Plumbers' Supply, etc., Factory.—The Alabama Supply Co. has been incorporated, with Gus Colvin, president; C. H. Colvin, vice-president; C. C. Jinks, secretary and treasurer, to deal in and manufacture gas, electrical and plumbing apparatus, etc.; capital stock \$25,000.

Birmingham—Brick and Tile Works.—The Copeland Brick Co. has been incorporated for the manufacture of brick and tile by J. R. Copeland, J. L. Lunsford and A. Latady; capital stock \$20,000.

Birmingham—Iron-ore Mines.—The Selkirk Mining Co. has been incorporated for development of iron-ore mines in Jefferson county by H. J. Falls and A. H. McCormick; capital stock \$25,000.

Birmingham—Steel Plant.—It is rumored that the Carnegie Steel Co., Limited, of Pittsburgh, Pa., is investigating with a view to establishing a steel plant either at Birmingham or Bessemer.

Clay County—Gold Mining.—D. F. Constantine of Anniston and Samuel Wallace, who were lately reported as having purchased gold-mining property in Clay county, near

Idaho, are now erecting a 10-stamp mill, and will operate under the name of the D. F. Constantine Gold Mining Co.

Greensboro—Electric-light Plant and Water Works.—James E. Webb, P. O. Box 499, Birmingham, Ala., has purchased the Greensboro Water Works, as recently reported, and will establish an electric-light plant in connection with same, to have capacity of forty to fifty arc lights and about 1000 incandescent lights of sixteen candle-power.

Huntsville—Cotton and Knitting Mill.—A party representing a cotton-spinning and knitting mill is investigating with a view to establishing plant in Huntsville. Address T. W. Pratt.

Huntsville—Bakery.—Joseph Gudenrath of Knoxville, Tenn., will establish a steam bakery in West Huntsville.

Mobile—Brewery.—The Mobile Brewery will expend \$25,000 in improvements, including a two-story bottling department and other improvements, which will greatly increase capacity.

Mobile—Cotton Mill.—The Barker Cotton Mill Co. has been organized to build, at a cost of \$400,000, the 20,000-spindle mill reported last August as proposed; Geo. G. Barker is president; Francis L. Hills, vice-president, and F. S. Mosher, manager. Arrangements will be made for early letting of building and machinery contracts. Address Francis Lowell Hills, vice-president.

Newcastle—Coal Mines.—W. H. Hunter, Joseph G. Crews and H. E. Carr have incorporated the Hunter Coal Co., with capital stock of \$50,000, for the development of mines.

Paint Rock—Pencil-slats Factory.—The Gulf Red Cedar Co. of Selma, Ala., manufacturers of pencil slats, has absorbed the plant at Paint Rock of the Alabama Lumber Co., and will convert it into a pencil-slat factory.

Phenix City—Water Works.—The city will construct system of water works, as previously reported; large standpipe will be erected. Address W. E. Morehead, clerk council.*

Sylacauga—Marble and Stone Works, etc.—The Alabama Marble & Stone Co., reported lately as incorporated, will mine and manufacture marble and stone, lime, flux, etc.; also has purchased the Gault quarry property, near Sylacauga, and will operate it. Address for particulars F. V. Evena, general manager, Birmingham, Ala.*

Woodlawn—Machine Shops.—B. Fields, agent for Berry & Co., is erecting a machine shop and foundry at Woodlawn for manufacture of sugar crushers and small engines; machinery has already been ordered.

ARKANSAS.

Ruford—Lead and Zinc Mine.—G. W. Nelson and others are developing lead and zinc mine at Ruford.*

Clarendon—Electric-light and Ice Company.—The Clarendon Electric Light & Ice Co. has been incorporated, with J. S. Thomas, president; M. J. Manning, vice-president; Isaac Mondl, secretary and treasurer; capital stock \$10,000.

Little Rock—Water Works.—Hiram Phillips, Oriel Building, St. Louis, Mo., will examine the works of the Home Water Co. to determine what alterations are to be made.

Little Rock—Mining.—The Capital Mining Co. has been incorporated, with capital stock of \$100,000, by H. M. Rummel, P. C. Dooley, U. S. Bratton and others.

Monticello—Electric-light Plant and Water Works.—An electric-light plant and system of water works will be constructed according to plans and specifications on file with R. L. Hardy, secretary board of improvement, district No. 1.*

Newton County—Lead and Zinc Mines.—Charles Matecek of St. Louis, Mo., has purchased the Big Hurricane mine in Newton county, and will operate it.

Paragould—Medicine Company.—The Paragould Medicine Co. has been incorporated, with capital stock of \$50,000, by Alex. Vaught (president) and others.

Rockport—Bridge.—Contract will be awarded by the commissioners for construction of the proposed Ouachita river bridge as soon as plans which are being made by St. Louis (Mo.) parties are completed.

Warren—Mercantile.—Chartered: The J. A. Adams Sons Co. by J. A. Adams and others, with capital stock of \$25,000.

FLORIDA.

Bartow—Phosphate Plant.—K. Simon and associates have purchased the Excelsior pebble phosphate plant and will operate it.

Florida—Timber Lands.—B. N. Duke and brother of Durham, N. C., have purchased 94,000 acres of pine lands in Florida (as lately reported), but there is no truth in the announcement that tobacco will be grown on the property.

Fort McCoy—Saw-mill.—The Copley Log Co. will erect large saw-mill.

Gainesville—Printing Plant.—The Hill Printing Co. has been incorporated, with capital stock of \$25,000, for printing, publishing, binding, etc., by W. R. Thomas, Hewitt Hill, W. C. Jackson and Edward O'Donald.

Jacksonville—Phosphate Mining.—G. A. Morton, J. N. C. Stockton and Joseph E. Bryan have incorporated the Levy County Phosphate Co. for the development of phosphate mines, erection of phosphate plants, etc.; capital stock \$50,000.

Ocala—Mercantile.—Chartered: The Racket Company, with capital stock of \$5000, by Chas. M. Brown and others.

Punta Gorda—Fertilizer Factory.—W. P. McAdow, C. L. Huddleston and C. M. F. Merwin have formed a company to manufacture fish oil, glue and fish fertilizer.

Tampa—Cigar Factory.—A. Santaella & Co. of Chicago, Ill., will erect cigar factory at Tampa.

Tampa—Drug Company.—The Florida Drug Co. has been incorporated to manufacture drugs, chemicals, etc., by P. J. Valdes, R. A. Crowell and I. P. Crowell; capital stock \$10,000.

GEORGIA.

Abbeville—Cotton Mill.—The establishment of a cotton mill is contemplated. Address W. H. Wilkinson.*

Atlanta—Crematory Works.—F. W. Dennis, 145 Walton street, will organize a company to manufacture and introduce his system of garbage crematories.

Atlanta—Crematory Furnaces.—J. F. Lester and others have incorporated the Lester Furnace Co., with capital stock of \$100,000, to deal in furnaces for cremating purposes.

Atlanta—Tire Factory.—The Gregory Spring Tire Co. has been organized, with capital stock of \$25,000, to establish a factory for a tire patented by William B. Gregory. Information can be had by addressing Mrs. M. G. De Hart, 32 and 34 Houston street.

Dahlonega—Gold-mining Company.—It is rumored that a new gold-mining company, with capital stock of \$3,000,000, has been organized.

Dalton—Publishing.—The A. J. Showalter Co., publishing music books, has increased its capital stock and will expend \$7500 in improving its plant.

Dalton—Coffin Factory.—John, William and Matt Pitner of Chattanooga, Tenn.; Sam P. Maddox, E. P. Davis and others have formed a \$12,500 company for the establishment of coffin factory.

Dublin—Cotton-oil Mill and Ice Factory.—The Dublin Oil Mill & Ice Co. has been organized, with P. L. Corker of Waynesboro, Ga., president; H. H. Smith of Dublin, vice-president; S. A. Corker, secretary and general manager; company will erect a 40 to 50-ton-capacity cottonseed-oil mill, and already has five-ton ice plant, which will be increased to ten or twelve tons; the round-lap-bale cotton press of the American Cotton Co. will be operated in ginnery; capital stock \$25,000. Address the secretary.*

Fort Valley—Knitting Mill.—A company will be organized, with capital stock of \$30,000, for establishment of knitting mill. Names of interested parties will be announced later.

Fort Valley—Crate Factory.—Wright, Mathews & Hale contemplate erecting a crate factory.

Lagrange—Electric-light Plant.—The city will hold an election on February 1 to determine the issuance of \$15,000 of bonds for establishment of an electric-light plant. Address "The Mayor."

McCord—Flour Mill.—McDonald & Parks will erect roller flour mill, as lately reported; capacity thirty or forty barrels per day.*

Pelham—Cotton Mill.—The Pelham Manufacturing Co. has been organized, with capital stock of \$50,000, and is building a 3800-spindle mill. J. L. Hand is president.

Pelham—Planing Mill, etc.—The Higgston

Lumber Co. has about completed mill with capacity of 3500 feet per day and a large planing mill.

Point Peter—Cotton Mill.—The mills, ginnery and water-power privileges of the Andrew Milling Co. have been purchased by capitalists, who will erect a cotton factory.

Quitman—Ice Factory.—The Quitman Ice Co. has about completed plant, daily capacity six tons, and so built as to enlarge capacity when needed; J. B. Rountree, president.

Savannah—Cotton Mill.—The Savannah Cotton Mills (a plant of 10,000 spindles, which has been idle for several years) will probably be put in operation by the "Southern Bank."

Thomaston—Cotton Mill.—The Thomaston Cotton Mills, reported lately as incorporated and as erecting plant, has its building nearing completion. This will have 5000 spindles at present, but will be doubled in the near future.

Washington—Cotton Mill.—A stock company with \$100,000 capital will be organized for establishment of cotton mill; \$25,000 has been subscribed. R. M. Mitchell of Atlanta is interested.

Washington—Sewerage.—E. K. O'Brien of Virginia will make surveys for the proposed sewerage system at Washington. Address "The Mayor."

Washington—Water-power Development.—It is reported that Col. R. M. Mitchell of Atlanta will develop the Anthony Shoals property on Broad river.

Waynesboro—Ice Factory.—The Waynesboro Cotton Oil Co., R. C. Neely, president, contemplates the erection of an ice plant in connection with its oil mill.

Waymanville—Cotton Mill.—O. S. Causey and Mr. Robertson of Thomaston, Ga., have purchased large interest in the Wayman Cotton Mill, as reported lately. They will double the capacity at once; present equipment, 3480 spindles and seventy-six looms.

KENTUCKY.

Allen County—Kaolin Mines.—Kaolin has been discovered in Allen county, and will probably be developed. Address A. S. Weir of Tompkinsville, Ky., for information.

Earlington—Iron Foundry and Machine Shops.—The Madisonville Machine Works of Madisonville, Ky., is erecting machine shops, foundry and boiler shops at Earlington, as lately reported; main building will be two stories, 100x50 feet, and company will manufacture mining machinery, hoisting engines, shaker screens, revolving screens, elevators, etc. The Madisonville shops will be removed to Earlington.*

Frankfort—Lumber Company.—The Kentucky River Lumber Co. has been incorporated, with capital stock of \$50,000, by Chas. E. Nason, Frank Staggs and others.

Lexington—Planing Mill, etc.—The Combs Lumber Co., operating planing mills, etc., has been incorporated, with Thomas A. Combs, president, and S. S. Combs, Jr., secretary.

Louisville—Iron Furnace.—It is reported that Peter Arland of Paducah, Ky., is endeavoring to interest Louisville capitalists in the organization of a stock company for the establishment of an iron furnace at Louisville.

Louisville—Shoe Factory.—George L. Moteler, operating small plant for the manufacture of waterproof shoes for men, is endeavoring to organize a stock company for the enlargement of his plant.

Middlesborough—Coke Ovens.—It is rumored that the Virginia Iron, Coal & Coke Co., W. Graham, general superintendent, Bristol, Va., is negotiating for the purchase of the Excelsior Coal Mining Co.'s property and will erect 150 new coke ovens at once.

Somerset—Planing and Saw Mill.—J. E. Tomlinson and John Fish will erect a new planing mill and saw-mill; will also handle hardwood lumber.

Somerset—Cold-storage Plant.—R. J. Smith and Beecher Smith will erect three-story building, with modern elevators, for the purpose of engaging in meat and packing business; contemplate adding cold-storage plant later on.

LOUISIANA.

Crowley—Brick Works.—The Arcadia Brick Co. is installing new machinery to increase capacity of its plant from 10,000 to 30,000 brick per day.

Hammond—Bridge.—The board of police jury will advertise for bids for construction

of a steel bridge, with draw not less than fifty feet wide, across the Tangipahoa river at the Davis ferry. Address Edward Gookin, president board.*

Lafayette—Cotton Mill.—Efforts are being made for the establishment of a cotton mill. Address Ed. G. Voorhies.

Shreveport—Cotton-oil Mill.—It is reported that a 30-ton cottonseed-oil mill will be erected on the Uni plantation, in Caddo parish. Names of interested parties will be announced later.

MARYLAND.

Baltimore—Sash and Door Factory.—The Baltimore Sash & Door Co. has been incorporated by Henry J. Glick, William H. Waltz, James T. Johnson, Daniel E. Kean and others; capital stock \$75,000.

Baltimore—Piano Company.—G. Fred Kranz, Charles E. Hill, Benjamin J. Shreeves and others have incorporated the Kranz-Smith Piano Co., with capital stock of \$30,000.

Baltimore—Icehouse.—The Maine Lake Ice Co. of Hancock county, Maine, is erecting icehouses with storage capacity for 5000 tons at Hughes and Covington streets, Baltimore.

Baltimore—Novelty Factory.—The Lowrey Stopper & Sprinkler Co. has been incorporated to manufacture novelties and patented articles by William W. Lowrey of New York, John H. Winkelmann, Samuel J. Carr, John N. Branin and Carl G. Hilgenberg; capital stock \$10,000.

Cumberland—Saw-mill.—Whitmer Bros. are erecting saw-mill at Bradshaw, Garrett county.

Frederick—Electric-mallet Factory.—Percy Russell, Isaac S. Russell, Louis O. Willis and others of New Market have incorporated the Russell Electric Mallet Co. to manufacture an electric mallet to be used by dentists in driving gold fillings; capital stock \$10,000.

Frederick—Stone-crushing Plant.—Charles N. Hargett, Lewis S. Cingan, Harry B. Witter, Charles W. Ross, Jr., and Arthur Potts have incorporated the Climax Stone Crushing Co. for crushing stone.

Washington, D. C.—Real Estate.—The Landmore Apartment House has been incorporated to deal in real estate in the District of Columbia and Virginia, with Willis L. Moore, president; Frederick V. Coville, vice-president; Henry E. Williams, treasurer, and Edgar B. Calvert, secretary.

MISSISSIPPI.

Greenville—Coal Tipples.—The Southern Railway Co. is enlarging its coal tipples on the Mississippi river at Greenville; A. J. Frazer, superintendent, Birmingham, Ala.

Ocean Springs—Electric-light Plant and Ice Factory.—E. W. Wickey of Indiana has applied for franchise for establishment of electric-light plant and ice factory.

Poplarville—Dry-kiln.—W. W. Lambert & Co. will rebuild at once their \$5000 dry-kiln, reported burned.

Scranton—Bridge.—The board of supervisors of Jackson county are advertising a contract for building a steel and iron bridge across Black creek in Jackson county according to plans and specifications on file in clerk's office; contract will be let at public outcry on March 5. Address Frank H. Lewis, clerk.*

MISSOURI.

Carthage—Implement Company.—Chartered: The M. S. Parsons Implement Co., by M. S. Parsons, W. L. Culbertson, M. E. Zane and others, with capital stock of \$10,000.

Carthage—Lead and Zinc Mines.—Thomas G. Fitch is developing the Pleasant Valley lead and zinc mines near Carthage, as recently reported, and is erecting a 100-ton concentrating plant at a cost of \$7500; the Wichita Mining Co. has been organized to operate the mines.*

Caruthersville—Mercantile.—Chartered: The F. T. Jackson Store Co., with capital stock of \$25,000, by G. H. Havens and others.

Joplin—Mining and Milling.—The North Heights Mining & Milling Co. has been incorporated, with capital stock of \$100,000, by W. A. Thomas, N. F. Neiderlander, Russell Harding and others.

Joplin—Mining.—The Defiance Mining Co. has been incorporated by J. C. Plumb, Carey Smith, Henry B. Crossman and others, with capital stock of \$50,000.

Joplin—Lead and Zinc Mines.—The Joplin Sludge & Mining Co. has been incorporated, with capital stock of \$10,000, by W. H. Howard, C. B. Howard of Joplin, A. B. Crosson of Galena, Kans., and others.

Kansas City—Gas and Gasoline Engine Works.—The Weber Gas & Gasoline Engine Co. has reorganized and increased its capital

stock from \$65,000 to \$150,000; company is erecting new plant of stone, with steel and iron roofs; machine shops will be 75x250 feet, foundry 80x120, pattern shop 60x100 and office building 30x65 feet; George J. Weber, president; George T. Moore, vice-president; R. G. Weber, secretary-treasurer, and H. C. Weber, superintendent.

Kansas City—Shirt Factory.—A. S. Woolf, W. J. Dillon, J. B. Osborn and others have incorporated the Woolf Bros. Shirt Manufacturing Co., with capital stock of \$15,000.

Kansas City—Furnishing Company.—Chartered: The Woolf Bros. Furnishing Co., by A. S. Woolf and others, with capital stock of \$75,000.

Kansas City—Shoe Company.—Chartered: The Murphy-Barbee Shoe Co., with capital of \$50,000, by A. J. Murphy, P. C. Barbee, J. E. Frank and others.

Kansas City—Commission Company.—Chartered: The Larimer Live-Stock Commission Co., with capital stock of \$4000, by W. H. V. Larimer and others.

Kansas City—Construction Company.—Chartered: The R. M. Gillespie Construction Co., with capital stock of \$10,000, by R. M. Gillespie, C. H. Kibby and H. J. Witte.

Sedalia—Lead and Zinc Mines.—The Lane Land & Mining Co. (lately reported incorporated) will develop 800 acres of mineral land in Benton and Pettis counties; company has four shafts; one is seventy-five feet deep, and a seven-foot vein of pebble jack has been disclosed; also has a four-foot vein of lead ore in another shaft sixty-seven feet deep. W. H. Highbyman, secretary, may be addressed.*

St. Louis—Hardware.—Chartered: The William H. Hahn Hardware Co., by William H. Hahn and others, with capital stock of \$7000.

St. Louis—Electric-light, Heat and Power Company.—The Imperial Electric Light, Heat & Power Co. and the Consolidated Electric Co. have filed a certificate of consolidation under the name of the Imperial Electric Light, Heat & Power Co.

St. Louis—Hardware Company.—Chartered: The William H. Hahn Hardware Co., with capital stock of \$7000, by William H. Hahn, H. H. Dustmann and Adam Bauer.

St. Louis—Cigar Factory.—Chartered: The Rawak-Thies Cigar Manufacturing Co., with capital stock of \$2500, by Jacob Rawak, J. Zigmund, Henry Thies and others.

St. Louis—Realty Company.—Chartered: The Pierra Realty Co., with capital stock of \$50,000, by George W. Stodling and others.

St. Louis—Engraving.—Chartered: The Watts Engraving Co., with capital stock of \$100,000, by Sylvester Watts, G. L. Brooks and John Watts.

St. Louis—Mercantile.—Chartered: The Max Schulz Dry Goods Co., with capital stock of \$100,000, by Max Schulz and others.

St. Louis—Engineering Company.—Chartered: The Watts Engineering Co., with capital stock of \$100,000, by S. Watts, G. J. Brooks and John Watts.

St. Louis—Mining.—Chartered: The Clara T. Mining Co., with capital stock of \$100,000, by G. A. Temple, W. T. Mason, R. L. Little and others.

St. Louis—Mining and Milling.—The Butler Mining & Milling Co. has been incorporated, with capital stock of \$50,000, by James J. Butler, Edward Butler, Jr., John R. Butler and others.

St. Louis—Light, Heat and Power Plant.—The Ariel Electric & Manufacturing Co. has petitioned the county court for permission to lay and maintain pipes for distribution, supply and sale of gas and electricity for lighting and heating purposes, and for the operation of pneumatic tubes by compressed air for the delivery of packages, parcels and mail. Charles S. Broadhead, 3333 Lafayette avenue, is president.

St. Louis—Shoe Factory.—Robert B. Grant and Frank P. Grant of the Versteeg-Grant Shoe Co. of St. Louis, Mo., have purchased controlling interest in Gleesocke Boot & Shoe Co. of Jefferson City. New company will open an office in St. Louis at No. 713 Washington avenue and establish a factory with capacity of 1000 pairs of shoes per day; capacity of the Jefferson City factory is 3000 pairs of shoes a day.

NORTH CAROLINA.

Gastonia—Cotton Mill.—The company lately reported to be organized by G. W. Ragan for erection of 6,000-spindle mill will be known as the Arlington Cotton Mills; order for machinery has been placed, and work will be commenced at once. Address G. W. Ragan, president.

Graham—Cotton Mill and Clothing Factory.—L. Banks Holt, H. W. Scott and Jas.

K. Mebane have incorporated the Scott-Mebane Manufacturing Co. for the manufacture of overalls, etc.; also manufacture thread, yarns, etc.; capital stock is \$45,000.

Greensboro—Machine Shop.—Sergeant Manufacturing Co. will rebuild its machine shops recently reported burned; building will be of brick, 48x132 feet.*

Hertford—Buggy, etc., Factory.—The Hertford Manufacturing Co. has been incorporated, with capital stock of \$15,000, with privilege of increasing to \$200,000, by W. S. Blanchard, J. E. White, Robert White, W. H. Ward and others.

Kings Mountain—Cotton Mill.—The Cora Cotton Mill (reported during the week) has organized, with F. Dilling of Kings Mountain, president; Henry F. McAden of Charlotte, vice-president; Dr. O. G. Falls of Kings Mountain, treasurer; capital stock is \$100,000, with privilege of increasing to \$250,000.

Liberty—Mercantile.—Chartered: The Liberty Mercantile Co., by A. N. Curtis and others; capital \$6000.

Long Island—Cotton Mill.—The Long Island Cotton Mills, lately reported as damaged by fire to extent of \$10,000, will repair at once.

Mt. Olive—Hardware and Grocery.—The Mt. Olive Grocery & Hardware Co. has been incorporated by H. T. Ham and others, with capital stock of \$5000.

North Wilkesboro—Electric-light Plant.—The city has voted bonds for an electric-light plant. Address Leonard Vyne.

Raleigh—Cigar Factory.—J. M. Norwood, J. H. Bobbitt, J. W. Harden, Jr., and W. H. Norwood have incorporated the Norwood Cigar Co. for the manufacture of cigars; factory located at 113 and 115 East Martain street.

Salem—Knitting Mill.—The Twin City Knitting Mills has been incorporated by H. C. Lemly, H. P. Brown, W. B. Pollard and W. A. Lemly for manufacture of hosiery and knit goods; capital stock \$12,000, with privilege of increasing to \$50,000.

Salem—Iron Works.—The Salem Iron Works, lately reported as incorporated, has plant already in operation, and will not make any additions at present in the way of new machinery.

Salisbury—Cotton Mill.—The Kesler Manufacturing Co. proposes to install 5000 additional spindles, doubling its capacity.

Salisbury—Publishing.—The Truth-Index Printing & Publishing Co. has been organized, with W. G. Newman, president, for the publication of the Truth-Index (now The Truth); capital stock \$5000. New cylinder press and other machinery will be installed.

Snow Hill—Land Improvement.—The Snow Hill Land & Improvement Co. has been incorporated, with capital stock of \$5000, by J. E. Grimsley, B. W. Edwards, L. V. Morrill and others.

Star—Mercantile.—Chartered: The Star Mercantile Co., by J. G. Stout of Star and others; capital stock \$2000.

Star—Flour Mill.—Alson J. Bean of Buffalo Ford, J. M. G. Stant, John B. Shamburger and others of Star have incorporated the Montgomery Roller Mills, with capital stock of \$4700.

Statesville—Cotton Mill.—The Statesville Cotton Mills will put in \$25,000 worth of new machinery.

Statesville—Harness, etc., Factory.—The Flannigan Harness Co. has been incorporated, with capital stock of \$25,000, by W. C. Moore, H. L. Stevenson, H. L. Flannigan and others for the manufacture of harness, saddles, bridles, etc.

Tarboro—Telephone and Telegraph Company.—The Carolina Telephone & Telegraph Co. has been incorporated, with capital stock of \$50,000, by George A. Holderness, W. H. Powell and W. H. McNair.

Washington—Brick Plant.—Chas. Daughy contemplates establishing a brick plant.*

Wilmington—Mercantile.—The D. L. Gore Co. has been incorporated, with capital stock of \$50,000, by D. L. Gore and others.

Wilmington—Livery Company.—The S. P. Cowan Livery Co., lately reported as incorporated, has purchased the business of S. P. Cowan & Co., and will continue and improve it; has also purchased business of the Wilmington Rubber Tire Co.

Wilson—Tobacco Factory.—The Wells-Whitehead Tobacco Co. has been incorporated by S. C. Wells, H. G. Whitehead, W. M. Carter and others to manufacture tobacco; capital stock \$10,000.

SOUTH CAROLINA.

Abbeville—Cotton Mill.—A. W. Smith will, it is reported, establish a cotton mill.

Abbeville—Cotton Mill.—Charles E. McKay and Judge J. C. Klugh are reported as

interested in the establishment of a cotton mill.

Camden—Cotton Mill.—The De Kalb Cotton Mills (lately reported incorporated, with capital of \$200,000) has secured site for its mill, which will have capacity of 10,000 spindles; motive power used will be electricity. Address E. Miller Boykin.

Cheraw—Manufacturing, etc.—Ernest A. Palmer and George T. Nichols of Providence, R. I., and William P. Pollock of Cheraw have incorporated the Palmer-Nichols Company to conduct general manufacturing and mercantile business; capital stock \$25,000.

Columbia—Telephone System.—The Lexington Telephone Co. has been incorporated to conduct general telephone business in State of South Carolina by W. P. Roof of Lexington, S. C.; Allen Jones of Columbia and Jerome Bradley of Lexington; capital stock \$5000. The company may be addressed at 1522 Main street.

Gaffney—Cotton Mill.—The Limestone Manufacturing Co. has been incorporated, with capital stock of \$200,000, for establishment of a cotton mill by A. N. Wood, J. A. Carroll, J. Q. Little, E. R. Cash, R. A. Jones and others.

Graniteville—Clay Mines, etc.—The Sterling Kaolin Co. will build an additional drying shed; L. J. Parker of Aiken, S. C., manager.

Laurens—Laundry.—The Laurens Lumber Co., reported recently as incorporated, should read the Laurens Laundry Co.; company has erected building and installed all necessary machinery; Hugh Aiken, president.

Manning—Mercantile.—Chartered: The McLeod-Wilkins-King Co., by Jacob A. McLeod and others, with capital stock of \$40,000.

Sumter—Grocery Company.—The Crosswell Grocery Co. has been incorporated by Berry R. Nash and others with capital stock of \$15,000.

Union—Mercantile.—Chartered: The A. H. Foster Co., with capital of \$1500, by A. H. Foster (president) and others.

TENNESSEE.

Bristol—Publishing.—The Courier Publishing Co. has been incorporated, with John Slack, president and general manager, and John H. Caldwell, secretary-treasurer.

Clarksville—Iron Furnace.—The Red River Iron Co., which was organized last spring and leased the iron furnace of the Gracey-Woodward Iron Co., has purchased the plant; Graham MacFarlane, general manager.

Harriman—Iron Furnace.—N. C. Chapman, vice-president of the Tennessee Central Railway, St. Louis, Mo., states that he knows of no plan on anyone's part as yet to construct iron furnace at Harriman, as was reported lately.

Knoxville—Drill Factory.—John G. Duncan of Dowagiac, Mich., will not erect drill factory at Knoxville, as reported recently. Mr. Duncan is Southern agent at Knoxville for the Dowagiac (Mich.) Manufacturing Co.

Knoxville—Foundry.—The Knoxville Foundry & Machine Co., John P. Staub, manager, will rebuild its foundry building, reported burned.

Knoxville—Manufacturing Plant.—W. N. Smith of Smith & Sterchl, furniture dealers, will establish a manufacturing plant of some character (not as yet decided upon).

Knoxville—Coal Conveyor.—L. C. Waters has completed plans and specifications for an underground coal conveyor to be constructed at the Brookside Cotton Mills, and is now prepared to receive bids on same.*

Knoxville—Foundry.—The Knoxville Foundry & Machine Co. is rebuilding its foundry reported burned, and will install an electric traveling crane.

Lynchburg—Brick Plant.—John S. Taylor will establish brick works.*

Maryville—Tannery.—England & Bryan of Philadelphia, Pa., will build a large tannery at Gambles Store.

Memphis—Lumber Company.—The Goodlander-Robertson Lumber Co. has been incorporated by E. E. Goodlander, F. B. Robertson, I. H. Mayor and others, with capital stock of \$10,000.

Morristown—Electric-light Plant.—The city will erect a new electric-light plant with capacity of fifty arc lights and 1000 incandescent lamps. Address "The Mayor."

Nashville—Furniture Factory.—A. J. Warren will rebuild his furniture factory reported burned.*

Tate Springs—Electric-light Plant, etc.—Capt. Thomas Tomlinson has awarded contract to F. E. Boardman of Knoxville, Tenn., for establishment of an electric-light plant

at Tate Springs to furnish 900 incandescent and thirty-five arc lights; in addition arrangements are being made to heat the hotel and other buildings with steam; cost of contemplated improvements \$15,000.

Tennessee—Saw-mills.—Thomas R. Lyon of Chicago has purchased about 35,000 acres of timber lands in Fentress, Scott and Pickett counties, as previously reported, and will erect saw-mill, but no definite arrangements have been made as yet. For information address Edward E. Barthell at Nashville.

TEXAS.

Anson—Hardware Company.—The Penick-Colbert-Hughes Company has been incorporated to deal in hardware, etc., by R. L. Penick and others; capital stock \$25,000.

Austin—Lumber Company.—The Texas & Louisiana Lumber Co. has increased its capital stock from \$10,000 to \$30,000.

Beaumont—Rice Mills.—It is reported that a rice mill with capacity of 400 barrels per day will be erected. Names of interested parties will be announced later.

Chilton—Lumber Company.—The Chilton Lumber Co. has been incorporated, with capital stock of \$3000, by J. E. Stevens, W. H. Roth and G. A. Brewer.

Colmesneil—Saw-mill.—Benjamin S. Ferguson has purchased timber lands near Colmesneil, and will erect saw-mill with daily capacity of 30,000 feet for developing the property.

Corpus—Laundry.—Harpold & Hans are erecting the steam laundry lately mentioned; will cost complete \$5000; machinery all contracted for.

Dallas—Publishing.—Chartered: The Stock & Farm Journal Co., with capital stock of \$10,000, by S. R. Williams, N. J. Winters and E. G. Senter.

Decatur—Cotton Mill.—Efforts will be made for the organization of a company to erect a cotton mill. Address Mayor John H. Cates.

Fairfield—Mercantile.—Chartered: The Fairfield Mercantile Co., with capital stock of \$20,000, by W. E. Richards and others.

Galveston—Laundry.—Chartered: The O. K. Laundry Co., with capital stock of \$3500, by F. V. Taylor, O. P. Moore and C. A. Johnson.

Galveston—Electric Company.—Chartered: The C. P. Young Electric Co., with capital stock of \$4000, by John E. Bally, C. P. Young and Chapman Bally.

Groesbeck—Supply Company.—The Marks-Alison Supply Co. has been incorporated, with capital stock of \$20,000, by R. Oliver and others.

Houston—Rice Mill.—Gustave Jahn & Co. of New Orleans, La., have purchased site at Houston and will establish rice mill with daily capacity of 1000 sacks.

Houston—Lumber Company.—A. J. Schurman, W. E. Fall and Chas. A. Newing have incorporated the Schurman-Fall Lumber Co., with capital stock of \$25,000.

Houston—Tie and Timber Company.—Chartered: The Southwestern Tie & Timber Co., with capital stock of \$50,000, by S. A. McNeely, O. C. Drew and James Irvine.

Houston—Lumber Company.—Chartered: The Jasper County Lumber Co., with capital stock of \$30,000, by John H. Kirby, C. B. Martin and J. H. Eagle.

Houston—Tent Company.—Chartered: The Kattman & Kneeland Tent Co., with capital stock of \$10,000, by A. F. Kattman, F. H. Kneeland and E. S. Phelps.

Jefferson—Saw-mill, etc.—The Caddo Lake Shingle Co. (lately reported incorporated) is erecting new saw-mill, and will manufacture laths, shingles, cross-arms for telegraph poles, etc.; A. Huffer, president.

Llano—Mineral-land Development.—N. J. Badu of Llano, N. C. Schmitz, A. C. Swanson and J. H. Tennant of Houston have incorporated the Babyhead Mountain Copper Mining Co., with capital stock of \$100,000, for the purpose of mining copper and other minerals, granite, marble, etc.

Mt. Vernon—Cotton Mill.—It is proposed to organize the Mt. Vernon Cotton Mills Co. to build the factory lately reported. Probably as much as \$75,000 will be invested. Address company, care of Koonce & Petty.

Paris—Hardware Company.—Chartered: The Allen-Willis Hardware Co., with capital stock of \$20,000, by M. F. Allen and others.

Quanah—Telephone Company.—The Quanah Telephone Co. has been incorporated, with capital stock of \$4000, by John Ledbetter, J. G. Witherspoon, M. M. Hawkins and others.

Rockdale—Cotton Mill.—A stock company with capital of \$50,000 will be organized for the establishment of a cotton mill. Address Judge J. S. Perry or J. E. Longmoor.

Sherman—Overall Factory.—A company will be organized for establishment of an overall factory; twenty-five or thirty machines to be installed. Interested parties may address Box 17, Sherman, Texas.

Waxahatche—Hardware Company.—The Oldham Hardware Co. has been incorporated, with capital stock of \$12,000, by Ed. Oldham, Cary Oldham and William Moore.

VIRGINIA.

Alexandria—Brick Company.—The W. T. Walker Brick Co. has been incorporated, with capital stock of \$50,000, by William T. Walker, president; William H. Walker, vice-president; A. B. Hines, secretary.

Berkley—Knitting Mills.—The Chesapeake Knitting Mills, Foster Black, proprietor, will repair at once the damage to its carding-room caused by fire.

Charlottesville—Ice Factory and Electric-power Plant.—The purchasers of the plant of the Virginia Ice Co. have elected T. O. Troy, president; D. Harmon, vice-president, and C. J. Rixey, treasurer. The capital stock will be increased and the plant enlarged and improved, including the addition of a complete electric-power station from which will be operated the Charlottesville City & Suburban Electric Street Railway.

Dorchester—Coke Ovens, etc.—Patrick Millet of Knoxville, Tenn., has closed a deal with Philadelphia (Pa.) parties for extensive coal mines at Dorchester, and it is reported that a large coke oven will be established on the property.

Fredericksburg—Industries, etc.—It is reported that J. B. Duke of New York, B. F. Duke and W. A. Irwin of Durham, N. C., and other capitalists have been inspecting water-power at Fredericksburg with a view to purchase, proposing to develop it and establish several industries.

Front Royal—Copper Mine and Sassafras Oil Mill.—Copper mines are being developed on the Sealock farm, and a sassafras oil factory has been established near the mines. Names of interested parties will be announced later.

Keysville—Flour Mill.—A large flour mill will be erected; names of interested parties to be announced later.

Keysville—Gold Mine.—It is reported that a New York syndicate has purchased gold-mining property at Keysville and will install machinery for developing.

Luray—Water Works.—A bill will be introduced in the legislature authorizing the issuance of \$30,000 or \$35,000 of bonds for water works. Proposition will be submitted to a vote of citizens. Address "The Mayor."

Martinsville—Tobacco, etc., Factory.—The Rucker & Witten Tobacco Co. has been incorporated to manufacture tobacco, cigars, snuff, etc., with Pannill Rucker, president; A. D. Witten, vice-president; Banks Rucker, treasurer, and B. A. Rives, secretary; capital stock \$50,000.

Newport News—Armor-plate Plant.—A bill has been introduced in the legislature enlarging the powers of the Newport News Shipbuilding & Dry-Dock Co. and giving privilege of establishing an armor-plate plant. It is thought that it is the intention of Mr. C. P. Huntington of New York, president of the company, to establish this plant in the near future.

Norfolk—Electric-light Plant.—L. L. Leach & Son of Chicago, Ill., have received contract at \$73,371 for building electric-light plant at Norfolk navy-yard.

Norfolk.—Chartered: The Chamberlain Springs Co., to prepare water for medicinal, table and other uses; capital stock from \$1000 to \$10,000; incorporators, James Riddle of Norfolk and others.

Petersburg—Water Works.—J. F. Heyward of Baltimore has made a proposition to the city council of Petersburg to purchase the city water plant, together with all real estate and personal property and rights included in the system, the right to erect and maintain water works within the city and the exclusive right to supply water to the city and its inhabitants, for \$200,000; if the deal should be concluded purchasers will make improvements at a cost of \$100,000.

Richmond—Mercantile.—Chartered: The Fleming & Christian Co., with capital stock of \$25,000, by H. Fleming and others.

Williamsburg—Knitting Mill.—A stock company will be organized for the establishment of a knitting mill. Address Business Men's Association.

WEST VIRGINIA.

Charleston—Coal Company.—J. F. Brown, Malcolm Jackson, W. E. R. Byrne and others have incorporated the Longridge Coal Co., with authorized capital of \$100,000.

Charleston—Coal Mines.—The Dana-Gordon Company has been incorporated to succeed M. T. Davis in the management of the Davis mines on Morris creek; incorporators, M. T. Davis (president), J. R. Seal of Charleston, W. S. Wood of Eagle, J. J. Gordon and J. R. Warner of Cincinnati, Ohio.

Charleston—Coal Company.—The Long Ridge Coal Co. has been incorporated, with authorized capital of \$100,000, by James F. Brown, M. Jackson, W. E. R. Byrne and others.

Chilton—Coal Company.—The Davis Creek Coal Co. has been incorporated, with capital stock of \$25,000, by F. A. Sharpe, A. P. Sharpe, E. H. Rogers, L. H. Oakes and others.

Kyle—Ice and Cold-storage Company.—The Flat Top Ice & Cold Storage Co. has been incorporated, with authorized capital of \$50,000, by L. H. Clark, C. F. Devenney, C. W. Elliott and others.

Martinsburg—Mercantile.—Sprague Bishop and others have incorporated the United States Mercantile Co., with authorized capital of \$100,000.

Wheeling.—The Platen Press Gripper Co. has been incorporated, with authorized capital of \$50,000, for manufacturing a patent gripper for platen printing presses, etc.; incorporators, Thomas G. Jenkins, J. B. Weiss, T. B. McLean, W. J. Mays and A. F. Faulkner.

Wheeling.—Chartered: The Platen Presto Gibber Co., with authorized capital of \$50,000, by Thomas G. Jenkins, J. B. Willis and others.

BURNED.

Berkley, Va.—Chesapeake Knitting Mills, Foster Black, proprietor, damaged about \$5000.

Cartwright, Texas.—Robert Sowders' cotton gin; loss \$3000.

Donaldsonville, La.—The Donaldsonville Collar Factory was not burned, as lately reported; only the warehouse and offices were destroyed.

Gurley, Ala.—Main building of Minninger-Craven Handle Factory; estimated loss \$13,000.

Harriman, Tenn.—Duthe Iron Works damaged about \$2000.

Knoxville, Tenn.—Foundry building of Knoxville Foundry & Machine Co., John P. Staub, manager.

Marshall, S. C.—J. Eli Gregg & Sons' cotton gin; estimated loss \$3000.

Poplarville, Miss.—W. W. Lambert & Co.'s dry-kiln; estimated loss \$5000.

Richmond, Va.—The Merchants and Planters' Tobacco Warehouse, loss about \$10,000; the cold-storage plant of Kingan & Co., loss about \$30,000; Caldwell Machine Co., damaged about \$2000, and the Davenport warehouse, damaged about \$1000.

Summersville, S. C.—The Summersville Fernoline Works, J. W. Taylor, proprietor; estimated loss \$3000.

Tazewell, Va.—Blue Grass Steam Laundry; loss \$3000.

Water Valley, Miss.—The gin, mill and blacksmith shop of Moore & Webb.

BUILDING NOTES.

Augusta, Ga.—Hotel.—A large hotel will be erected on site of the old Arlington Hotel. Address T. W. Coskery.

Augusta, Ga.—Depot.—The Southern Railway, Central of Georgia Railway, Charleston & Western Carolina Railway and the Georgia Railroad are preparing plans for a new union depot at Augusta, as lately mentioned; Thos. K. Scott, general manager Georgia Railroad.

Baltimore, Md.—Bank Building.—Contract for erection of building for German Savings Bank has been awarded to Henry S. Rippel. Plans were prepared by Baldwin & Pennington, and call for a granite structure, one story, 50x65 feet, to cost \$60,000.

Bristol, Tenn.—Hotel.—It is reported that a company has been formed for the purpose of tearing down and removing the old Carnegie Hotel at Johnson City to Bristol; if building is removed it will be enlarged and improved; electric lights, steam heat, Turkish baths, etc., will be installed. Names of interested parties will be announced later.

Chesapeake City, Md.—Clubhouse.—The Chesapeake Beach Improvement & Amusement Co. has had plans made by the John D. Allen Co. of Philadelphia, Pa., for proposed clubhouse, which will be an L-shaped structure four stories high; specifications provide for carpenter work, mill and joiners' work, plastering, concrete and cement work,

plumbing and drainage, heating plant, boiler, radiators, kitchen utensils, painting and glazing, slag and tin roofing, shingle roofing, hardware, electric work, etc.; estimates will be received at once.

Columbia, S. C.—City Hall and Opera-house.—W. J. May will receive contract at \$38,561 for erection of city hall and opera-house lately reported.

Columbia, S. C.—Office Building.—It is reported that Edwin W. Robertson will erect a three-story office building.

Comer, Ga.—Warehouse.—J. W. Gholston will erect brick warehouse for storing from 5000 to 7000 bags of cotton, as lately reported, and wants estimates on cost, etc.

Crossville, Tenn.—Bank Building.—Frank Hubbard of Biglick has received contract at \$2798 for erection of the Crossville bank building.

El Paso, Texas.—Natorium and Business Block.—C. E. Bailey, 213 W. 58th street, New York, previously reported as having plans made for a natatorium and business block in El Paso, will award contract at once; building will be two stories, 40x125 feet, and cost \$15,000. H. H. Bailey of El Paso will be manager.

Frederick, Md.—Temple.—The Masonic Temple Association has been incorporated by Horace C. Zacharias, Frank B. Sappington and others to erect temple.

Hagerstown, Md.—School Building.—It is proposed to erect new high-school building to accommodate 300 pupils. Address school commissioners of Washington county.

Huntsville, Ala.—Business Block.—Mrs. De-mont will erect large business block.

Kansas City, Mo.—Office Building.—The Cable City Land Co., A. A. Tomlinson, president, has had plans prepared for a five-story brick and stone office building to cost about \$100,000.

Lafayette, La.—Institute Buildings.—The Southwestern Industrial Institute, a State institution, will be established and work on buildings will be started within sixty days.

Lagrange, Ga.—Courthouse.—An election will be held to vote on \$50,000 of bonds for erection of courthouse, etc. Address "County Commissioners."

Louisville, Ky.—Courthouse Addition.—Kenneth McDonald has permit to erect four-story brick addition to courthouse to cost \$70,000.

Louisville, Ky.—Boiler and Engine House.—Clark & Loomis have made plans for boiler and engine house for Kentucky Tobacco Product Co.

Mobile, Ala.—Hotel.—Plans have been prepared for new hotel building, and bids will be received at once. Address Joseph C. Heckey.

Pelham, Ga.—City Hall.—A city hall to cost \$6000 will be built. Address "The Mayor."

Raleigh, N. C.—William Boylan will erect store and office building.

St. Louis, Mo.—Bank Building.—The St. Louis Trust Co. will build a two-story 64x127-foot bank building to cost \$50,000.

Tampa, Fla.—Warehouse.—Phillips & Fuller have let contract to Edenfield & Jetton for enlargement of warehouse.

Terrell, Texas—Church.—The Methodist congregation will erect \$10,000 church. Address "The Pastor."

Wilson, N. C.—Sanitarium.—Drs. Moore and Wilson have accepted the plans of Wm. P. Rose of Raleigh, N. C., for their sanitarium, which will be a three-story pressed-brick and stone building, 40x60 feet, equipped with hot-air heating apparatus, plumbing, call bells, speaking tubes, dumb waiters, elevators, etc.

RAILROAD CONSTRUCTION.

Railways.

Bay City, Texas.—The Cane Belt Railroad Co. has completed the negotiations for extending its line to Bay City during the present year. The extension will be built from Blamark, Texas, and will be about thirty miles long. S. W. Dunovant of Eagle Lake, Texas, is president of the company.

Bloomfield, Mo.—A company has been formed, it is reported, to build a railroad between Zitta and Vanduser, Mo., a distance of nine miles. E. Sebastian of Bloomfield is one of those interested.

Charleston, W. Va.—Work has begun upon the branch of the Chesapeake & Ohio along Piney Creek valley, which will reach coal deposits in that portion of West Virginia. The branch will be fifteen miles in length. Decatur Axtell at Richmond, Va., is vice-president of the company.

Chattanooga, Tenn.—The Nashville, Chattanooga & St. Louis Railroad Co. is considering the construction of a viaduct over several streets in Chattanooga at a cost of \$50,000. Hunter McDonald at Nashville is chief engineer.

Cuthbert, Ga.—The Georgia Pine Railroad Co. has accepted the proposition made by the business men of Cuthbert to build to this town, and it is understood that work is to begin in a few weeks. J. P. Williams at Savannah is president of the company.

Dallas, Texas.—The Dallas & New Mexico Railroad Co. is being formed, with a capital of \$500,000, to complete what is known as the Dallas & Pacific Railroad, a portion of which has been graded. Henry M. Skelton and H. J. Martin are interested in the company.

Friendsville, Md.—The Meadow Mountain and Bear Creek lumber companies have completed a narrow-gauge railroad ten miles in length, and, it is stated, will construct five miles of branches. W. R. Taylor, at Friendsville, may be addressed.

Gadsden, Ala.—The Alabama Construction Co. has secured a contract to construct a short branch of the Louisville & Nashville to iron furnaces in the vicinity of Gadsden. D. B. Lacy of Gadsden is president of the construction company.

Hendersonville, N. C.—It is announced that the Transylvania Railroad Co., owning the line between Hendersonville and Brevard, has determined to construct an extension ten miles long from the Brevard terminus. J. H. Hays, at Brevard, is general manager of the company.

Houston, Texas.—J. T. Mahl, engineer of the Southern Pacific Railway Co., writes the Manufacturers' Record that the Texas Trunk Railroad will be connected with another division of the Southern Pacific at Rockland, Texas. The distance to be covered will be about 160 miles. The company is also building twenty-five miles between Cedar and Athens, in Henderson county, and twenty-five miles in Angelina county, extending from Rockland. It is calculated to reach Nacogdoches by August 1.

Jamestown, Va.—James J. Stubbs and Harry M. Phillips are interested in the Jamestown, Williamsburg & Yorktown Railroad, recently referred to in the Manufacturers' Record. A bill is pending in the legislature of Virginia to incorporate this company.

Maryville, Tenn.—A correspondent of the Manufacturers' Record writes that the Southern Railway Co. intends building the proposed railroad from Maryville to Gamble's Store. It will be ten miles long and operated in connection with a flume for floating timber to the railroad terminals. It is reported that Messrs. England & Bros. of Philadelphia, Pa., are also interested in the project. W. H. Wells of Washington, D. C., is chief engineer of the Southern.

Morgantown, W. Va.—The Belington & Northern Railroad Co. has secured its charter. This company proposes building between Belington and Morgantown, a distance of fifty miles, and includes as directors Charles F. Teter of Philippi, W. Va., and Floyd Teter of Belington.

Newport, Tenn.—The Southern Railway Co. is reported as having recently made surveys for a line from Newport to Catlettsburg, through a part of Sevier county. The road, if built, will be twenty-five miles long. W. H. Wells, at Washington, is chief engineer.

Newport News, Va.—W. J. Nelms and others are interested in the Hampton Roads Railway & Electric Co., which, it is understood, will secure a charter at the present session of the Virginia legislature. It is proposed to build an electric line from Newport News to Old Point. The company also includes Alvin H. Martin of Norfolk and C. Fenton Day of Smithfield, W. Va.

Pine Bluff, Ark.—The Pine Bluff & Western Railway Co. writes the Manufacturers' Record that it has secured the necessary material for constructing about twelve miles of its proposed extension. W. T. Radford at Pine Bluff is chief engineer of the company.

Plant City, Fla.—The United States & West Indies Railroad & Steamship Co. has been formed to build a railroad from Plant City through a portion of Hillsboro and Manatee counties to Charlotte Harbor. Among those interested are J. L. Young and M. Moody.

Quitman, Ga.—The South Georgia Railroad Co., it is reported, has decided to extend its line as originally proposed from Quitman to a connection with the Florida Central & Peninsular at some point in Florida. J. W. Oglesby at Quitman is general manager of the company.

San Antonio, Texas.—It is reported that the work on the extension of the Missouri, Kansas & Texas Railroad from San Marcos

to San Antonio is to begin at once. It is to be fifty miles in length, and surveys have already been completed. S. B. Fisher of St. Louis is chief engineer. F. W. Pratt at San Antonio is superintendent of construction.

Smithton, Ark.—The Southwestern Arkansas & Indian Territory Railway Co. has decided to replace a considerable mileage of its line with heavier rails, and it is reported has completed arrangements for an extension further west. J. A. Woodson at Smithton is receiver of the company. This road is now in operation between Smithton and Pike City, a distance of thirty-four miles.

St. Albans, W. Va.—A contract has been let by the Pocahontas, Coal River & Kanawha Railroad Co. for a railroad from St. Albans up the Coal River valley, a length of twenty miles. The Equitable Construction Co. of Chicago has secured the contract. C. C. Watts of Charleston is president of the railroad company.

Tellico, Tenn.—J. B. Coulston of Coudersport, Pa., one of the promoters of the proposed railroad into the timber lands near Tellico, writes the Manufacturers' Record that nothing further will be done about building the line until spring opens. Among those interested are D. C. Blaisdell and S. K. Holbrook of Bradford, Pa.; also F. L. Blaisdell of Red Bank, N. J. The proposed line will extend through a portion of Monroe county, Tennessee, if built.

West Point, Miss.—Chief Engineer David Sloan of the Illinois Central writes that a survey has been made for the proposed road between West Point and Winfield, Ala., but no further steps have been taken as yet toward construction.

Wheeling, W. Va.—William C. Jutte and Charles Creamer of Pittsburgh are interested in the Uniontown, Waynesburg & West Virginia Railroad Co., which has secured a charter in West Virginia and is capitalized at \$1,000,000. The company proposes building a line from Wheeling to a point in Pennsylvania, where it will connect with some railroad entering Pittsburgh.

Street Railways.

Atlanta, Ga.—Material has been received for the construction of the Collins Park & Belt Railway, of which H. M. Atkinson is at the head. Work has begun upon the road.

Atlanta, Ga.—The people of East Point, in the suburbs, have adopted resolutions in favor of the proposed extension of the Consolidated Street Railway Co.'s lines to East Point.

Birmingham, Ala.—It is announced that the Birmingham Railway & Electric Co. will place electric motors on the Bessemer Dummy Line during the present year. The road is about twelve miles in length, and has been operated by steam-power. J. B. McClary is manager.

Columbia, S. C.—Material is being received for the extension of the electric street railway in Columbia. W. B. Smith Whaley is one of the promoters of the enterprise.

Houston, Texas.—The Houston, Oakland & Magnolia Park Railway Co., it is reported, has determined to rebuild its line for the use of trolley motors. A. Fuller is general manager.

Huntsville, Ala.—The street railway in Huntsville and suburbs is practically completed, and will be placed in operation immediately. D. C. DuPont of Johnstown, Pa., is president of the company.

Macon, Ga.—The North & South Macon Street Railway Co., it is reported, is about to begin work upon its trolley system in the city and suburbs. The line will be laid with 60-pound rails. A. O. Bacon is one of the principal movers in the enterprise.

Pine Bluff, Ark.—It is reported that arrangements have been made to begin work upon the electric railway line at once. John Georgan of Kansas City, Mo., and M. R. Roberts of Independence, Mo., are among the promoters.

Antiseptic Paint.—The paint manufactured by the Alden Speare's Sons Co. of Boston, Mass., has been examined and tested by the bacteriological chemist of the Boston health department, and reported by him as being antiseptic to such an extent that it destroys the germs of diphtheria if brought in contact with it. Using this as a basis, the company makes a very strong claim for the business of factories, department-houses and other large buildings where large numbers of people congregate. In a letter to the Manufacturers' Record the manufacturer states its paint has passed the severe scrutiny of the government and is carried as a part of the naval supplies at the navy department in Boston. This paint has been applied to the old frigate Constitution, now stationed at the Charleston navy-yard, and is also being applied to the Olympia.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Agricultural Implements.—See "Pumps."

Architectural Iron.—See "Electric-light Plant."

Belting.—See "Electric-light Plant."

Boiler and Engine.—See "Saw-mill."

Boiler and Engine.—W. H. Gibbs & Co., Columbia, S. C., are in the market for second-hand four to six-horse-power hoisting engine with boiler complete, either single or double drum.

Boilers and Engines.—See "Mining Equipment."

Boilers and Engines.—Piedmont Lumber Co., Charlotte, N. C., is in want of two boilers, sixty to seventy horse-power each; 75-horse-power engine, one 30-horse-power engine, new or second-hand.

Brick Machinery.—Charles Daughy, Washington, N. C., wants to purchase machinery for manufacturing brick.

Brick Machinery.—John S. Taylor, Lynchburg, Tenn., is in the market for brick machinery.

Bridge.—Contract will be awarded March 5 for construction of steel and iron bridge. Address Frank H. Lewis, clerk, Scranton, Miss.

Bridge.—Edward Gookin, president board of police jury, Hammond, La., will receive bids until February 24 for construction of steel bridge, with draw not less than fifty feet wide. All persons submitting bids are required to furnish plans and specifications, also to furnish certified check for \$500.

Cigar-box Machinery.—See "Woodworking Machinery."

Coach Manufacturers.—J. T. Wyatt, Faith, N. C., wants the address of manufacturers of passenger coaches.

Coke-oven Fixtures.—See "Railway Equipment."

Concentrating Plant, etc.—The North Arkansas Mining & Investment Co. is receiving bids on a 100-ton plant complete, with latest steam jigs, etc., for concentration of zinc ores. Address W. D. Littlefield, secretary, Van Buren, Ark.

Conveying System.—L. C. Waters, Knoxville, Tenn., is prepared to receive bids on underground coal conveyor for cotton mill.

Copying Presses.—See "Office Supplies."

Cotton Mill.—W. H. Wilkinson, Abbeville, Ga., wants to correspond with manufacturers of or dealers in cotton-mill machinery.

Cotton Mills.—Mt. Vernon Cotton Mills Co., care of Koonce & Petty, Mt. Vernon, Texas, wants prices on machinery and supplies for cotton mills to cost \$35,000, \$50,000 and \$75,000, respectively; wants itemized cost of engine, boiler, spindles, looms, etc. (ten to forty yarns).

Cotton-mill Supplies.—See "Spools."

Dry-kiln.—Justin C. Jackson, Wilsonville, Ala., is in the market for a dry-kiln for lumber (floor-piping system preferred).

Electrical Machinery.—A. Welskittel & Son, Baltimore, Md., will buy 220-volt dynamo, to be about forty kilowatt capacity, 75-horse-power engine, etc.

Electric-light Plant.—Laurens (S. C.) Laundry Co. wants prices on electric-light plant of from fifteen to twenty lights.

Electric-light Plant, etc.—J. L. Hand, president Pelham Manufacturing Co., Pelham, Ga., is in the market for belting, shaft hangers, pulleys, electric-light plant, heating and ventilating apparatus, fire protection and architectural iron.

Electric-light Plant, etc.—Sealed bids will be received until February 10 by the board of improvement, district No. 1, Monticello, Ark., for constructing a complete system of water works and electric lights according to plans and specifications on file with R. L. Hardy, secretary; certified check for \$1000 must accompany each bid; bond required.

Emery-cloth Manufacturers.—See "Sandpaper Manufacturers."

Engine.—See "Saw-mill."

Engine.—See "Mining Equipment."

Engine.—See "Electrical Machinery."

Engine.—Elberton Oil Mills, Elberton, Ga., wants a second-hand 25-horse-power engine.

Engines.—See "Saw-mills."

Fire-department Equipment.—The city of North Wilkesboro, N. C., wants to purchase a light hook and ladder truck to work by hand and a small chemical engine. Address Leonard Vyne.

Flour Mill.—McDonald & Parks, McCord, Ga., are in the market for complete outfit for 30 or 40-barrel roller flour mill.

Flour Mill.—S. D. Anderson, Douglas, Va., wants to purchase second-hand roller flour mill.

Flour-mill Machinery.—John Lip, Minthill, N. C., wants to purchase second-hand roller-flour-mill machinery.

Foundry Equipment.—Madisonville (Ky.) Machine Works wants 100-pound second-hand (Bradley) trip hammer, one drilling machine, one shaper, one round lathe, foundry tools, cupola, etc.

Furniture Machinery.—A. J. Warren, Nashville, Tenn., wants machinery for furniture factory.

Heating and Ventilating Apparatus.—See "Electric-light Plant."

Hose.—M. Hanf, secretary board of public affairs, Pine Bluff, Ark., will receive bids until January 24 for furnishing to fire department 1000 feet of two-and-one-half-inch double-jacketed cotton hose.

Ice Plant.—Dublin Oil Mill & Ice Co., S. A. Corker, secretary, Dublin, Ga., wants bids on increasing a five-ton ice plant to 10 or 12-ton plant.

Knitting Mill.—See "Textile Machinery."

Knitting-mill Machinery.—Hollis Morse, Atlanta, Ga., desires catalogues and prices on knitting machinery for making underwear, average 6-20 mule yarns.

Laundry Machinery.—Lew C. Baldwin, Madison, Ga., is in the market for a steam laundry outfit.

Lubricating Materials.—W. H. Gibbs & Co., Columbia, S. C., want the addresses of manufacturers of a compound for use on transmission ropes, both steel and hemp.

Machinery and Supplies.—P. L. Ward, Cuero, Texas, wants catalogues from manufacturers of steam machinery and supplies.

Machine Tools.—See "Foundry Equipment."

Machine Tools.—Chester Machine & Lumber Co., Chester, S. C., expects to buy one second-hand lathe and one second-hand planer.

Machine Tools.—Sergeant Manufacturing Co., Greensboro, N. C., wants prices on new and second-hand iron lathes, planers, drill presses, etc.

Machine Tools.—Camp Manufacturing Co., Franklin, Va., wants a small shaper for cutting key-seats, making keys, etc.; also a drill press that will take in 36-inch wheels.

Machine Tools.—John F. Riley, Charleston, S. C., is in need of a second-hand lathe, swing thirty-six to forty inches; also one to swing 18 to 20-inch stroke.

Marble and Stone Works.—See "Mining Equipment."

Metal Work.—Sealed proposals will be received until February 7 at office of light-house engineer, Charleston, S. C., for furnishing metal work for beacon at Bull bay light station, in accordance with specifications, copies of which, with blank proposals and other information, may be had upon application to J. C. Sanford, captain, corps of engineers, U. S. A.

Mining Equipment.—Lane Land & Mining Co., W. H. Highbyman, secretary, Sedalia, Mo., will be in the market for a drill, hoister, buckets, powder and an engine.

Mining Equipment.—F. V. Evans, general manager of the Alabama Marble & Stone Co., Birmingham, Ala., wants bids on marble and stone machinery, boilers, hoists, engines and saws.

Office Furniture.—Donaldsonville (La.) Collar Factory wants prices on office furniture.

Office Supplies.—Donaldsonville Collar Factory, Donaldsonville, La., wants prices on office supplies, such as files, cabinets, copying press, typewriters, etc.

Oil Mill.—The Dublin Oil Mill & Ice Co., S. A. Corker, secretary, Dublin, Ga., wants specifications and bids on cottonseed-oil-mill machinery, etc., for 40 to 50-ton-capacity plant; also wants one 150-horse-power Corliss engine and two 80-horse-power boilers.

Oil Mill.—Leah Banks, Equitable Building, Memphis, Tenn., wants addresses of manufacturers of cotton-oil-mill machinery.

Overall Factory.—Box 17, Sherman, Texas,

wants to correspond with manufacturers of machinery for making overalls.

Pipe-cutter Makers.—D. F. Kain, Bluffton, Ind., wants to correspond with manufacturers relative to the production of a machine for cutting drains, etc.

Pulleys.—See "Electric-light Plant."

Pulleys and Belting.—Thomas G. Fitch, Wichita Mining Co., Carthage, Mo., possibly wants wood pulleys and rubber belting.

Pulp Manufacturers.—T. V. Leach, Front Royal, Va., wants addresses of parties who use poplar and bass wood for making pulp.

Pump.—G. N. Nelson, Buford, Ark., will probably want to purchase pump.

Pumps.—Henry Hofbauer, treasury department, Havana, Cuba, wants addresses of manufacturers of hydraulic pumps, wind-mill pumps and agricultural implements for trucking and farming.

Railway Equipment.—W. T. Gates, Long-acre, W. Va., is in the market for second-hand steel rails, sixty pounds to the yard; also coke-oven fixtures, such as water pipes, bridges, standpipes, frames, coke-oven fire-brick, etc.

Safes.—Board of supervisors of Pittsylvania county, Chatham, Va., has appointed John E. Taylor, S. S. Hurt and H. Dillard, Jr., a committee to advertise for bids for a metallic case to be about ninety-eight inches high and ninety-three inches wide (eight files high and eighteen files wide) to contain 148 files.

Sandpaper Manufacturers.—N. J. Darden, 261 Main street, Dallas, Texas, wants addresses of manufacturers of emery paper, emery cloth, sandpaper, etc.

Saw-mill.—W. S. White, Bybee, Va., wants to buy a saw-mill that will cut 4000 or 5000 feet of lumber per day and a 12-horse-power portable engine.

Saw-mill.—J. D. Newberry, Columbia, N. C., is in the market for new or second-hand saw and planing mill of small capacity to saw, resaw and dress flooring, molding, etc.

Saw-mill.—B. Nooe, Jr., Pittsboro, N. C., wants prices on 30-horse-power portable engine and boiler, delivered at Pittsboro; also on saw-mill.

Saw-mills.—Broyles McClellan & Lackey, Knoxville, Tenn., are in the market for saw-mills and engines.

Saw-mills.—W. H. Gibbs & Co., Columbia, S. C., want to buy light second-hand saw-mills (dealers' prices).

Saw-mill Supplies.—A. D. Epps, Central, S. C., is in need of a set of head-blocks for small saw-mill.

Saws.—See "Woodworking Machinery."

Shears.—J. L. Wells, Orangeburg, S. C., wants to purchase shears or scissors that will cut cloth paper and tin pins.

Shingle Machinery.—Josh P. Hill & Co., Louisville, N. C., want shingle machinery.

Soap Machinery.—J. F. Dellinger, Box 34, Hickory, N. C., wants information and prices on machinery for making soap.

Spools.—T. V. Leach, Front Royal, Va., wants addresses of manufacturers of spools for spool cotton and also spools for weave looms in cotton mill.

Textile Machinery.—Otis H. Mayhew, Curryville, Mo., wants addresses of manufacturers of knitting and hosiery machinery; also of wool-spinning machinery.

Tram Engine.—J. A. Atkins, Florence, S. C., wants a three-foot gauge 10-ton tram engine.

Typewriters.—See "Office Supplies."

Water Works.—See "Electric-light Plant."

Water Works.—W. E. Morehead, clerk council, Phenix City, Ala., wants prices on three and one-half miles of piping, also on the piping and for laying it combined.

Wire Fencing.—Board of public affairs, Pine Bluff, Ark., will receive sealed bids until February 1 for about 4730 feet of wire fencing; specifications of fence to be submitted with bid; usual rights reserved; W. B. Alexander, chairman; M. Hanf, secretary.

Woodworking Machinery.—Piedmont Lumber Co., Charlotte, N. C., is in want of a planer or matcher, flooring machine, one three-saw gang edger, one carriage with automatic off-set for shotgun steam feed, second-hand or new.

Woodworking Machinery.—Pee Dee Hardwood Manufacturing Co., McFarlan, N. C., wants to purchase some saws.

Woodworking Machinery.—Bryan & Cole, Manila, P. I., want estimates on outfit for manufacture of cigar boxes in quantities (except power).

Woodworking Machinery.—Julius T. Dudley, Bennettsville, S. C., wants to purchase a back-knife lathe to turn balusters and table legs, second-hand.

Woodworking Machinery.—Chas. F. Fein, Old York Road and Butler street, Philadelphia, Pa., wants one second-hand Prescott feed, seven or eight inches, thirty feet; one flooring machine fourteen inches, one self-feed rip saw and one two-saw trimmer.

Woolen Mill.—See "Textile Machinery."

TRADE NOTES.

Rolling Mill for Sale.—A rolling mill now in operation and doing a profitable business is offered for sale by a card in our advertising columns. See advertisement of "Rolling Mill."

Barber Manufacturing Co.—The A. H. Barber Manufacturing Co. of 229 South Water street, Chicago, has appointed a Southwestern office, with address at 177 Main street, Dallas, Texas.

Factory Removal.—The New York Blower Co. announces that it has moved its factory from Louisville, Ohio, to Bucyrus, in the same State. Its New York offices are located at 39 Cortlandt street.

Trustees' Sale.—Messrs. Geo. A. Pearce and Robt. R. Henderson of Cumberland, Md., will offer for sale about 7830 acres of mineral and timber lands located in Maryland. (See their advertisement.)

A Tampa Opportunity.—William A. Morrison of Tampa, Fla., offers for sale a hardware and crockery business which has been established for fifteen years, which, it is claimed, is the best stand in the city, of 25,000 inhabitants.

Texas Foundry Offered.—A. De Marce of Texarkana, Texas, is offering to sell his complete foundry, boiler and engine works, etc. The plant is now and has been for years doing a profitable business. Send for further particulars. (See advertisement.)

A Manufacturing Chance.—In another column of the Manufacturers' Record is the announcement that at Atlanta, Ga., is for sale a thoroughly equipped manufacturing plant with commodious buildings, grounds and sheds. The plant may be used in any branch of manufacturing.

A Japanese Palace.—The large steel-frame palace which is being constructed for the Crown Prince of Japan contains over 72,000 square feet of floor area. Corrugated arches of No. 16 gauge steel are to be placed between the floor beams. About 125 tons of curved corrugated steel sheets, manufactured by Wm. B. Scaife & Sons, Pittsburgh, Pa., will be required in this connection.

Cold-Water Paint.—The National Supply Co., which made a specialty of manufacture of cold-water paint for outside and inside purposes, has been succeeded by the Frank S. De Ronde Co., 54 John street, New York. Some of the specialties of this company are lythite, the standard cold-water paint, national wall finish, water-proof flooring, insulating papers, water-proof lining paper, etc.

Wood Machinery for Sale.—In another column of the Manufacturers' Record is the announcement of an opportunity for some one to purchase planing mill, sash, door and blind factory and other woodworking machinery and a 40-horse-power steam plant. The purchaser will have the privilege of renting a mill building, large warehouse, lumber sheds and a yard with railroad switch in it.

Air Heaters.—Viewed from the standpoint of economic results to be obtained by the introduction of air heaters and the substitution of a blower for a chimney, the late J. C. Hoadley stated that "there can be no doubt that the heat to be returned to the furnace would several times exceed that necessary to make the power required to drive the exhausting fan, to the operation of which the final temperature of the gases presents no objection."

Flour Mill for Sale.—Mr. J. S. Read of Morristown, Tenn., advertises in another column of the Manufacturers' Record that he has for sale a 500-barrel mill, roller and sifter process, with all the latest-improved machinery, in good repair and commanding a fine trade, and a 125-barrel mill, roller process, which can be put in good repair and running order at less expense. Both mills are near Morristown, Tenn., on the Southern Railway. A dissolution of partnership is the reason for the sale.

Demand for Fernoline.—The demand for fernoline wood preservative has increased so extensively recently that the manufacturers, the Summerville Fernoline Works of Summerville, S. C., have been compelled to purchase the fernoline works at McClellan-

ville, S. C. This addition to the company's plant enables it to promptly fill all orders for fernoline and wood turpentine, which had been coming in too rapidly for the company's facilities. Many large orders are on file, one of them calling for sixty-five barrels.

Filtering Plants.—The American Water Works & Guarantee Co. of Pittsburgh has purchased from the New York Filter Manufacturing Co., 26 Cortlandt street, New York, the New Orleans filter plant of 16,000,000 gallons daily capacity. The American Company has already installed the New York Filter Manufacturing Co.'s various types of plants in eight or ten of its water works in various parts of the country. The New York filter plant, in connection with the water works at Homellsville, N. Y., is of the same type as the New Orleans filters just purchased, and is now in satisfactory operation. Orrs & Co. of Troy, N. Y., and Hammermill Paper Co. of Erie, Pa., have also placed order for additional New York filters.

Of Interest to Boiler Users.—Users of boilers, whether for stationary or marine plants, are usually prepared to consider any new apparatus that will tend to improve results and diminish the cost of power. The Paragon boiler has been making constant headway during the year just passed, and the claims for its efficiency and its superiority over other designs, as made by the patentee, are worthy of the consideration of boiler users. Capt. M. De Puy of 19 South street, New York city, is the patentee of the Paragon boiler. He states among a number of points in favor of his invention that it is compact, lasts fifteen to twenty years, has freest circulation of water, can be easily kept clean, steams rapidly on half the grade surface used in many boilers, has large surface of water for steam to emanate from, side and center legs extend from water front to water back, double furnaces are entirely surrounded by water, no expensive bracing required over fire-boxes; a 100-horse-power Paragon boiler has 200 slot openings over side legs, and one-fifth of shell is cut out over center legs. These claims are such as to appeal to boiler users and invite their examination. Captain De Puy says that he will start this month to make a tour of the United States and Canada to establish plants to build Paragon boilers.

At the first annual meeting of the Continental Trust Co. of Baltimore the reports showed that the undivided profits during the time the company has been in business amount to \$511,807, accumulated in a period of less than eleven months. The present officers were re-elected. They are as follows: S. Davies Warfield, president; William A. Marburg, vice-president, and Frederick C. Dreyer, secretary and treasurer. Thomas A. Hulings has been elected assistant treasurer.

Coal Lands for Sale.

A gentleman, familiar with the West Virginia coal fields, wishes to be put in communication with possible purchasers for two large tracts of very desirable coal lands in that State. Upon one of these tracts, which embraces about 30,000 acres, stands one of the largest bodies of virgin timber in the Appalachian region. Address "Coal and Timber," care of Manufacturers' Record, Baltimore, Md. †

Personally-Conducted Tours via Pennsylvania Railroad—Season of 1899-1900.

The Pennsylvania Railroad Co. announces the following personally-conducted tours for the season of 1899 and 1900:

Mexico and California.—A 45-day tour will leave Baltimore February 13. Fourteen days will be spent in Mexico and eighteen in California. The party will travel over the entire route by the "Mexico and California Special," the finest train that crosses the continent.

Florida.—Four tours to Jacksonville will leave Baltimore January 23, February 6 and 20 and March 6. The first three of these admit of a sojourn of two weeks in the "Flowery State." Tickets for the fourth tour will be good to return by regular trains until May 31, 1900.

Tickets for the above tours will be sold from all principal points on the Pennsylvania Railroad. For detailed itineraries, giving rates and full information, address B. Courlander, Jr., passenger agent Baltimore district, Baltimore, or Geo. W. Boyd, assistant general passenger agent, Philadelphia. †

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record, Baltimore, Md., January 11.

In sympathy with the strength in other fertilizer ingredients, the phosphate market shows more activity, with a corresponding steadiness to prices. Reports from all producing points in the Southern phosphate belt are very encouraging, and in South Carolina the year just closed has developed considerable activity in mining. There is a good foreign and domestic demand for South Carolina rock, and the total number of tons shipped during 1899 amounted to 134,004. In Florida the business of 1899 in phosphate rock was a very satisfactory one, and shipments showed a material increase over other years. The outlook in Florida for the new year is encouraging; many new companies are going to work, and in Citrus and other counties some extensive plants will commence mining this year. Prices for both hard rock and pebble are very firm, with a good domestic and foreign inquiry. In the Tennessee field miners have lately been favored with good weather, and the output at Mt. Pleasant, Sumner county and other points will be quite heavy for the present month. There is a very good business reported in domestic rock, but very much retarded by lack of cars. Tennessee rock is quoted f. o. b. at Mt. Pleasant as follows: 70 per cent., \$2.75 per ton; 75 per cent., \$3, and 78 to 80 per cent., \$4 to \$4.50 per ton. The following charters were reported in New York last week: Swedish steamer Helsingborg, 2130 tons, from Tampa to Helsingborg with phosphate rock at 20¢, February; schooner C. S. Glidden, 1098 tons, from Tampa to Baltimore with phosphate rock on private terms; schooner Annie C. Grace, 491 tons, from Charleston to New York with phosphate rock at \$3.10 and discharged, and British steamer Stag, 1302 tons, from Pensacola to Genoa and Civita Vecchia with phosphate rock at 22¢, January.

Fertilizer Ingredients.

The market for ammoniates is strong and advancing. Stocks in the West are very light and firmly held at outside figures. There is a good demand, both from Southern and Eastern sources, and all indications point to much higher prices in the near future.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)....	\$2 85	@ 2 87½
Nitrate of soda.....	1 85	@ —
Blood	2 17½	@ 2 20
Hoof meal.....	1 90	@ 1 95
Azotine (beef).....	2 10	@ —
Azotine (pork).....	2 10	@ —
Tankage (concentrated).....	2 02½	@ 2 05
Tankage (9 and 20).....	2 00	@ 10¢ 2.05 & 10
Tankage (7 and 30).....	17 50	@ 18 00
Fish (dry).....	20 00	@ —
Fish (acid).....	12 00	@ —

Phosphate and Fertilizer Notes.

The shipments of Tennessee phosphate rock from Pensacola, Fla., for the month of December aggregated 13,969 tons.

The Excelsior Phosphate Works at Bartow, Fla., was sold last week under a decree in favor of the Central Trust Co. of New York.

The British steamship Polano for Bremen cleared from Savannah, Ga., last week with 2000 tons of phosphate rock among her cargo.

The shipments of phosphate rock from the port of Savannah, Ga., for the month of December, as reported by J. M. Lang & Co., aggregated 8243 tons.

It is stated that A. S. Weir of Tompkinsville, Ky., has discovered what is thought to be a very rich deposit of kaolin in Allen county, Kentucky. Samples of the kaolin will be submitted to experts, and if found of a superior quality and in

CAPITAL, \$2,000,000.

SURPLUS, \$3,500,000.

Mercantile Trust and Deposit Company

OF BALTIMORE,

Corner Calvert and German Streets.

STATEMENT DECEMBER 30, 1899.

ASSETS.		LIABILITIES.	
Invested in bonds and Baltimore city stock.....	\$3,630,872 25	Capital stock.....	\$2,000,000 00
Loans, secured by approved collateral.....	6,635,448 95	Surplus.....	3,500,000 00
Office building and lot in fee.....	326,272 02	Undivided profits.....	377,170 02
Interest in syndicates*.....	63,938 32	Deposits.....	6,241,988 67
Cash on hand and in banks.....	1,785,757 26	Balances due estates in course of administration, etc.....	323,130 11
Total.....	\$12,442,288 80	Total.....	\$12,442,288 80

*N. B.—Also an allotment of a \$25,000 participation in Nashville Electric Railway Syndicate, unpaid.

Net profits during year.....	\$1,210,684 43
Interest credited during year.....	225,282 99
Expenses and taxes during year.....	188,069 88
Dividends paid during year.....	300,000 00
Deposits, with interest, during year.....	6,241,988 67

Interest on deposits, 2 to 4 per cent.

OFFICERS.

JOHN GILL OF R.....	President.
W. W. SPENCE.....	Vice-President.
C. R. SPENCE.....	Second Vice-President.
A. H. S. POST.....	Third Vice-President.
JOHN McHENRY.....	Treasurer.
JOSEPH R. WALKER.....	Secretary.
CHARLES E. McLANE.....	Assistant Secretary and Treasurer.

EXECUTIVE COMMITTEE.

LOUIS McLANE, Chairman;
JOHN A. HAMBLETON,
ALEXANDER SHAW,
WM. H. WHITRIDGE,
CHARLES D. FISHER.

DIRECTORS.

BALTIMORE.

W. W. SPENCE,
LOUIS McLANE,
C. MORTON STEWART,
JOHN A. HAMBLETON,
ALEXANDER SHAW,
E. AUSTIN JENKINS,
CHARLES D. FISHER,
WM. H. WHITRIDGE,
THOMAS DEFORD,
JOHN E. HURST,
STEWART BROWN,
WM. H. BLACKFORD,
ALEXANDER FRANK,
AUBREY PEARRE,
H. A. ORRICK,
BLANCHARD RANDALL,

LAWRASON RIGGS,
CHARLES W. SLAGLE,
CHARLES F. MAYER,
JOHN W. GARRETT,
WILLIAM T. DIXON,
F. M. COLSTON,
WILTON SNOWDEN,
DOUGLAS H. THOMAS,
SKIPWITH WILMER,
NELSON PERIN,
N. W. JAMES,
JOHN D. HOWARD,
J. B. RAMSAY,
SAMUEL J. LANAHAN,
C. R. SPENCE,
JOHN GILL OF R.

NEW YORK.

JAMES T. WOODWARD, President of the Hanover National Bank.
WILLIAM SALOMON, Chairman of the Board, Baltimore & Ohio Railroad.
PLINY FISK, of Harvey Fisk & Sons, Bankers.

ATLANTA.

ROBERT J. LOWRY, President of the Lowry Banking Co.

This Company is a legal Depositary for money paid into court, and is authorized to act as Guardian, Trustee or Executor.

Interest Allowed on Deposits, which may be made at any time and withdrawn upon notice, and will be entitled to interest at such rate as may be agreed upon.

Executors, Administrators, Trustees of Estates.

Religious and Benevolent Institutions will find this Company a convenient Depositary for money.

Allows Interest on Daily Balances, Subject to Check

INVESTMENT SECURITIES ALWAYS ON HAND.
CORRESPONDENCE INVITED.

JOHN GILL of R., President.

large quantities the mines will be opened and worked.

The following arrivals are reported at Tampa on the 5th inst.: British steamship City of Gloucester from Las Palmas, and British steamship Hutton arrived from Shields, both to load cargoes of phosphate rock.

The board of directors of the Virginia-Carolina Chemical Co. has declared a quarterly dividend of 2 per cent. on the preferred stock of the company for quarter ending December 31, payable on the 15th of January, 1900.

The shipments of phosphate rock from the port of Fernandina for the month of December amounted to 9250 tons and amount previously reported 236,472 tons, making a total of 245,722 tons for twelve months ending December 31.

The Sumner County Phosphate Co. of Gallatin, Tenn., continues to increase its holdings in phosphate lands. The company purchased last week the farm of Thos. C. Dobbins in Sumner county for \$10,000. The mining and shipping of phosphate rock is being pushed with considerable vigor.

It is stated that a very important deal in rich phosphate lands in Citrus county, Florida, is about to be consummated. The amount involved reaches \$100,000, and funds for the purchase will soon be forthcoming from German investors. Recent discoveries on the property revealed some exceedingly rich deposits.

The Levy County Phosphate Co. has been incorporated, with headquarters at Jacksonville, Fla., and with a capital of \$50,000. The incorporators are Gus A. Morton, J. N. C. Stockton and Joseph E. Bryan. The company will buy and sell lands, mine and deal in phosphate and phosphate rock and erect and manage phosphate plants, etc.

The shipments of phosphate rock from the port of Punta Gorda for the month of December, as reported by Albert F. Dewey, amounted to 3205 tons domestic and 2963 tons foreign; amount previously reported 31,872 tons domestic and 45,033 tons foreign, making a total for the twelve months ending December 31, 1899, of 83,073 tons, all from the Peace River Phosphate Mining Co.

The schooner George S. Grant sailed on the 1st inst. from Tampa, Fla., with a cargo of 1921 tons of pebble from the Florida Engineering Co. for Cartaret, N. J. The steamer Lacroma was loading phosphate rock at Tampa on the 2d inst. The phosphate shipments for 1898 aggregated over 200,000 tons, being the largest volume of business in any year since the inauguration of the industry.

Mr. S. W. Vance, State phosphate inspector for South Carolina, in his annual report says: "The condition of the State phosphate industry is now better than it has been for several years. There has been a considerable increase in the demand for rock, and this has stimulated the miners to greater exertion, and the result has been, as shown by the royalty paid to the State, over that received for each of several preceding years. There has been a marked advance in the price of dried rock, the highest price paid being \$3.38 per ton f. o. b." The total number of tons of rock mined during the fiscal year ending December 31, 1899, amounted to 121,073 tons, being an increase over the previous year of 21,758 tons; stock on hand, 19,756 tons; shipments for the year 124,094 tons, an increase over the previous year of 40,086 tons. The following royalties on shipments of 134,094 tons are due the State: Coosaw \$16,647.50, Empire \$1158.75, Central \$9312.84, Beaufort \$7528.60, Stono \$281, or a total of \$24,928.69.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

The South in New York.

[Special Cor. Manufacturers' Record.]
New York, N. Y., January 9.

Speculation in the securities market during the past week has been of a ragged, uneven character, with a little positive tendency in either direction, though reactions have been numerous. The critical situation in South Africa, together with continued gold exports and a firm market for time money, have considerably disappointed the hopes of the long interest, while after the severe shake-up of December operators for the short account hesitate to undertake extensive ventures. At the moment, therefore, the market is in a waiting condition, and may move in either direction apparently with equal ease, according to circumstances.

The Southern stocks have suffered, though not severely, as a result of the week's movements. Louisville & Nashville, for instance, closed about four points under the final figure of a week ago, despite the fact that the semi-annual dividend was declared today. It had come to be pretty well accepted in the street that the dividend would not be more than 2 per cent., and the decline in the stock was regarded by some as indicating disappointment on the part of purchasers who had bought some time ago, when there were predictions of an increased distribution. Southern Railway preferred, which closed at 55½ bid one week ago, was only 52 bid at the close tonight, while Norfolk & Western preferred also shows a loss of about three points. In the industrial stocks recessions have likewise been frequent. Federal Steel, for instance, broke on the announcement of the first quarterly dividend, with more talk of "disappointment," although it is reported on apparently good authority that the directors propose to shortly declare a further dividend of 2½ per cent. to make up the three quarterly dividends which were to have been declared in 1899 had not the courts prevented this by injunction. Tennessee Coal & Iron, too, shows a loss of about five points for the week, but this is not of much significance, as this issue frequently fluctuates more than this in a single day.

It is coming to be admitted in Wall street that there is little chance for a settled strong stock market until the market for time money becomes materially easier, and this, it is agreed, cannot be until the future of the South African crisis is determined by a decisive battle. This theory may prove incorrect, but the mere fact that it is so widely accepted produces practically the same effect as its proof would bring about for the time being. The interior cities are still keeping most of their cash in their own banks, which, under present prosperous conditions of general trade, are able to loan their funds to local borrowers for commercial purposes instead of shipping them to Wall street to stimulate speculation in stocks. The country will be all the better for this, and in due time trade prosperity will be reflected in the value of securities; in fact, it is already largely so indicated, for there can be no question that the boom in the stock market which occurred early in the past year was to a large extent an anticipation of the splendid trade situation which has since been realized. Numerous instances could be mentioned of railway stocks paying only 5 per cent.

which are now selling at from ten to twenty points above par, which nets say only about 4¼ to 4½ per cent. So long, therefore, as merchants of the country are willing to pay 5 or 6 per cent., it is not unnatural that money should be less eager to seek investment in securities. It has, indeed, been a matter of much comment that many of the preferred issues of the new industrial companies, which in a great many instances pay 7 per cent., should sell so much below railroad stocks, returning from 1 to 2 per cent. less. But most of these companies have yet to make their records, and it may require years to bring even their preferred stocks up to par. On the whole, the combined judgment of the public, as shown in the prices of stocks, comes fairly near the mark, except that at times this judgment is outweighed by the temporary manipulation of powerful operators.

The reports of gross earnings of the leading Southern roads for the last week of December, just issued, complete the record for the last six months of 1899. In considering these figures, it is important to remember that in most cases the earnings for the last half of the year showed large gains over those for the corresponding six months of 1897, so that the reports for the six months just ended are being compared with figures which are themselves large. Nevertheless, the current showing is in general decidedly better than that of the same period of 1898, as will be seen from the following comparisons:

	Gross 1899, July 1 to Dec. 31.	Increase over 1898.	Increase over 1897.
Louis. & Nash....	\$14,065,700	\$2,180,000	\$746,000
Norfolk & West....	6,865,000	962,000	413,000
Ches. & Ohio....	6,787,000	528,000	207,000
*Southern	15,600,000	1,640,000	1,526,000
B. & O. Southw'n.	3,728,000	46,000	217,000
Central of Ga....	3,162,000	8,000	111,000

*Last week estimated.

It need hardly be said that the figures of gross earnings are of far less value as a basis of comparison than are the statements of net returns, several of which were considered in this letter a week ago. At the same time, the comparisons above given leave no doubt as to the enormous business which the Southern roads are now handling.

The movement of cotton over Southern roads is considerably behind the record for the same period a year ago, and the increased earnings above given therefore indicate a decided growth in the volume of other traffic. The lighter cotton movement is attributed in some quarters to a smaller crop, but it is also regarded as an indication that considerably more cotton is being held back this season than last. While there is much dispute as to the amount of cotton in the farmers' hands, there appears to be no question that large quantities are now being held at railroad stations and other shipping ports, and the shipment of this cotton later on may be quite a factor in the Southern railroad business. It may be interesting to note, however, that cotton does not constitute so important a part of the traffic of Southern roads as is commonly supposed; for instance, it amounts to only about 5 per cent. of the total traffic of the Southern Railway system.

Quite as gratifying as the increase in the volume of business is the general firmness of railway rates. President Henry Fink of the Norfolk & Western says that rates have never been so well maintained except immediately after the passage of the interstate commerce law and the organization of the Joint Traffic Association. This adds significance to current earnings statements, for while traffic was heavy in the latter part of 1898, it was notorious that business was then being generally taken at shamefully low figures. President Fink also gives emphatic denial to rumors that the Norfolk & Western is

a party to any consolidation deal with the New York Central or any other trunk line. The directors of this road meet in a few weeks to take action upon the dividend upon the preferred stock. President Fink's statements regarding the maintenance of rates are corroborated by President Ingalls of the Big Four, who also says that the railroads are not following the old practice of cutting rates in the face of a traffic larger than they can handle.

The opening week of the year in the iron market has been a quiet one as compared with some of the weeks near the close of 1899; but with a demand for pig-iron which still exceeds the enormous output, conditions in this industry can hardly be called dull; in fact, many iron men express the opinion that the season of prosperity in the iron and steel trade has only fairly commenced. This will be especially cheering to the furnaces of the South, as it is well known that many Southern plants did not get into working order until late in the year, while a number are now only just ready to begin active operations.

The iron trade has been somewhat handicapped during the past few weeks by a scarcity of fuel, especially of coke, where the shortage has become so severe as to amount to an actual famine, forcing a partial cessation of business. The Southern furnaces have apparently been the chief sufferers, and a dozen or more have been temporarily banked. It is interesting to observe that this condition finds a parallel in the British iron trade, current dispatches stating that several Scotch furnaces have shut down, owing to lack of coal. While the number of furnaces so affected is comparatively small, it is sufficient, under present unusual conditions, to produce a perceptible effect, which may result in still higher prices for pig-iron.

Not only is there a scarcity of coal and coke, but some conservative iron manufacturers are predicting that the supply of ore next season will hardly meet the requirements of the trade. The Minnesota Iron Co., which is owned by the Federal Steel Co., will get out about 3,000,000 tons of ore next season, practically all of which is already contracted for. In 1898 this company's output was 2,400,000 tons; in 1897 a little less than 2,300,000, and in 1896 about 1,500,000 tons. These figures serve as a partial indication of the wonderful change which a short time has brought in this great industry. It is estimated that fully 20,000,000 tons of Lake Superior ore will be needed next season, and there is some uneasiness lest the lake fleet may not be able to handle this enormous tonnage.

Development of Financial Companies.

One of the most remarkable phases of the financial development of Baltimore of recent years has been the expansion of the bonding business through surety companies. Baltimore has now become the recognized center of this business for the country, and the success of the Baltimore companies handling this and kindred lines of business indicates the possibilities of financial advancement in this city.

It was but a few years ago when the giving of bonds was confined almost exclusively to individuals, to the great disadvantage of both sides—those who had to ask their friends to go on their bonds and those who had to sign such bonds. Fortunately, a new line of business has been created, and the giving of personal bonds is now rapidly passing away.

The annual reports of the United States Fidelity & Guaranty Co., the American Bonding & Trust Co. and the Maryland Casualty Co., which are published in this issue of the Manufacturers' Record, indi-

cate the magnitude of the business which these concerns represent and the exceedingly wise management with which they have been blessed.

The United States Fidelity & Guaranty Co., which commenced business in 1897, shows a record of expansion and increasing profits that is not only gratifying to its stockholders, but is indicative of the broad field for the advancement of this line of business. This company, with a cash capital of \$1,500,000, has \$325,424.66 of surplus and undivided profits and a re-insurance reserve of \$312,890.72. The progress of the company is indicated in the statement that in 1897 its gross earnings amounts to \$119,279.15; in 1898 to \$479,785.34, and in 1899 to \$625,341.53, while its net earnings, which amounted to \$32,531.57 in 1897, aggregated in 1899 \$252,110.21.

The American Bonding & Trust Co., as shown by its statement, on a capital of \$1,000,000 has surplus and undivided profits of \$430,408.61 and a reserve for re-insurance of \$153,161.79, or over 50 per cent. accumulated profits on its capital.

One of the most phenomenally successful financial companies of which Baltimore can boast is the Maryland Casualty Co., organized only about two years ago. Its capital stock is \$750,000; it has a reserve of \$620,000, a premium reserve of \$559,217.50, and undivided profits of \$46,289.07, making total net resources of \$1,979,506.57. This is the leading company in its line in the United States. Its statement shows that in 1898 the amount of premiums written figured up \$274,034.50, whereas in 1899 the total was \$1,367,850.13, the net earnings rising from \$186,779.20 in 1898 to \$584,698.79 in 1899.

The record of these three financial institutions, the great increase in the volume of their business and in their net earnings and their conservative management and financial strength, as indicated by the list of investments as given, do credit to the financiers of Baltimore, who are rapidly pushing Baltimore to the front as one of the foremost financial centers of the country. The country is no longer compelled to look to New York with quite the same dependence as formerly. The growing influence and power of these financial institutions are not only proving a blessing to Baltimore, but to the country at large.

Mercantile Trust & Deposit Co.

The annual report of the Mercantile Trust & Deposit Co. of Baltimore shows that this corporation continues to experience the remarkable success which has attended it since its organization. The capital stock now amounts to \$2,000,000, with a surplus of \$3,500,000 and undivided profits of \$377,000 additional. Its deposits have reached the remarkable sum of \$6,242,000. The net profits of the company during the year aggregated \$1,210,684, while it paid in dividends \$300,000. The net profits alone amounted to over 50 per cent. of the entire capital stock. The company has re-elected its present officers and added the following gentlemen to its directory: James T. Woodward, president of the Hanover National Bank of New York; William Salomon, chairman of the board of directors of the Baltimore & Ohio Railroad Co.; Pliny Fisk, a member of the firm of Harvey Fisk & Co. of New York; Robert J. Lowry of the banking firm of Lowry & Co. of Atlanta, Ga.; Blanchard Randall and Samuel J. Lanahan of Baltimore.

The Mercantile Trust & Deposit Co. owes much of its prosperity to its extensive relations with the South. It has been a leading factor in many of the most important financial plans in the Southern States, and through its influence has organized railroad companies, financed in-

stitutions of various kinds and enabled communities to secure public improvements by purchasing their securities on liberal terms. It was one of the first to recognize the field offered by the South for a corporation of its character, and from the first expressed its confidence in Southern progress by the large investments which it has made through various channels. Its expansion reflects the increase of Southern prosperity to a great extent. Gen. John Gill, the present head of the company, has held his position continuously since its organization, and in him the stockholders and directors have been exceedingly fortunate in securing not only an able financier, but a man of unusual shrewdness and foresight.

Provident Savings Bank.

The report of the Provident Savings Bank of Baltimore for the past year indicates that its affairs are in an extremely prosperous condition from a financial standpoint. During the year 1899 no less than 6829 accounts were opened, or more than 25 per cent. of the total number now on the books. The funds on hand at the close of 1899 amounted to \$1,497,318, an increase of \$280,575 over the preceding year. A committee which has examined the books states that the investments of the bank have been judiciously made and in securities of a high standard.

New Corporations.

The Bank of Huntsville, Mo., has been formed, with \$10,000 capital, by N. W. Elliot and others.

The Bank of Vermillion, recently organized at Abbeville, La., was opened for business on January 1.

A dispatch from Abbeville, S. C., is to the effect that the local business men are organizing another bank in that town.

W. J. Tidd and others of Columbus, Ga., have organized the Georgia Relief Association to do an insurance business.

H. W. Richardson and others of Louisville, Ky., have organized the Kentucky Mutual Insurance Co., with \$10,000 capital stock.

The Bank of Clarendon, Ark., capitalized at \$100,000, has been formed, with J. S. Thomas, president; W. F. Branch, vice-president, and T. W. Terry, secretary.

The Commercial and Savings Bank is the title of the new institution which is being organized at Florence, S. C., by J. P. McNeil and others, capitalized at \$25,000.

The bank recently organized at Smithville, Tenn., is called the Farmers' Bank, and has \$10,000 capital stock. J. B. Moore has been chosen president; T. M. Hooper, vice-president, and D. M. Conger, cashier.

James B. Davis, H. G. Buxton and others of Keyser, W. Va., have chartered the People's Bank, which will begin business at Keyser with a subscribed capital of \$50,000. The bank has the authority to increase the stock to \$500,000 when desired.

New Securities.

The National Mining & Milling Co. of Baltimore is considering an increase in its capital stock from \$200,000 to \$400,000.

Bids will be received until January 15 by B. M. Cahn, city clerk, for \$7500 worth of 6 per cent. bonds of Port Gibson, Miss.

J. C. Williams, town clerk, will receive bids until January 12 for an issue of \$5000 in 4 per cent. improvement bonds of Burgin, Ky.

Bids will be received until February 1 for the issue of \$50,000 in 5 per cent. improvement bonds of Waycross, Ga. Address the mayor.

The people of High Point, N. C., will vote January 16 on the proposed issue of \$15,000 in 5 per cent. improvement bonds. The mayor will give further information.

The Constitution Publishing Co. of Atlanta has filed a mortgage to the Farmers' Loan & Trust Co. of New York to secure the issue of \$350,000 in bonds recently referred to in the Manufacturers' Record.

Dividends and Interest.

The following additional interest and dividend disbursements are announced by Southern corporations:

Augusta, Ga.—National Exchange Bank, \$3 per share semi-annual; Planters' Loan & Savings Bank, 3½ per cent. semi-annual.

Baltimore.—Maryland Casualty Co., 5 per cent. semi-annual; Home Fire Insurance Co., 4 per cent. semi-annual; Continental Trust Co., 3 per cent. semi-annual; Third National Bank, 2½ per cent. semi-annual; East Baltimore Loan Association, 6 per cent. annual; German Fire Insurance Co., 5 per cent.; Mercantile Trust Co., 10 per cent.; Mount Vernon-Woodberry Cotton Duck Co., 1½ per cent.; Baltimore Brick Co., 3 per cent. semi-annual.

Centreville, Md.—Centreville National Bank, 4 per cent.; Queen Anne's National Bank, 3 per cent.

Galveston, Texas.—First National Bank, 3 per cent. semi-annual; Galveston Savings & Loan Co., 3 per cent. semi-annual.

Georgetown, Ky.—Deposit Bank, 5 per cent. semi-annual; First National Bank, 5 per cent. semi-annual; Bank of Georgetown, 3 per cent. semi-annual.

Louisville, Ky.—Third National Bank, 3 per cent. semi-annual; Union National Bank, 3 per cent. semi-annual; Louisville Trust Co., 1½ per cent. quarterly; Kentucky Title Co., 3 per cent. semi-annual; Southern National Bank, 3 per cent. semi-annual; National Building and Loan Association, 3 per cent. semi-annual; Bank of Kentucky, 4 per cent. semi-annual; German Security Bank, 3 per cent. semi-annual; Bank of Commerce, 5 per cent. semi-annual; Louisville National Banking Co., 3 per cent. semi-annual; German Insurance Bank, 5 per cent. semi-annual; German Insurance Co., 3 per cent. semi-annual; Western Bank, 3 per cent. semi-annual; Western Insurance Co., 5 per cent. semi-annual.

Memphis, Tenn.—National Bank of Commerce, 4 per cent. semi-annual; Phenix Fire Insurance Co., 3 per cent.; Mercantile Bank, 5 per cent. semi-annual; Continental Savings Bank, 5 per cent.

Montgomery, Ala.—Farley National Bank, 3 per cent. semi-annual; First National Bank, 3 per cent. semi-annual; Merchants and Planters' National Bank, 4 per cent. semi-annual.

New Orleans, La.—Teutonia Bank, 3 per cent. semi-annual.

Orangeburg, S. C.—Bank of Orangeburg, 8 per cent. annual; Edisto Savings Bank, 8 per cent. annual; Bank of Branchville, 8 per cent. annual.

Paris, Ky.—Agricultural Bank, 5 per cent. semi-annual; Citizens' Bank, 3 per cent. semi-annual; Bourbon Bank, 4 per cent. semi-annual; Deposit Bank, 4 per cent. semi-annual.

Richmond, Va.—Guarantee Loan & Trust Co., 2 per cent. semi-annual; Old Dominion Steamship Co., 3 per cent. semi-annual; Merchants and Mechanics' Building Co., 3 per cent. semi-annual; Mechanics and Merchants' Bank of Manchester, 3½ per cent. semi-annual; Virginia Building & Loan Co., 3 per cent. semi-annual.

Savannah, Ga.—Southern Bank of the State of Georgia, 3½ per cent. semi-annual; Augusta & Savannah Railroad Co., \$2.50 per share; Savannah Hotel Co., \$3 per share.

Miscellaneous.—Athens (Ga.) Savings Bank, 3 per cent. semi-annual; Lawrenceburg (Tenn.) Trust Co., 10 per cent. semi-annual; Shenandoah County Bank, Woodstock, Va., 3 per cent. semi-annual; Loudoun National Bank, Leesburg, Va., 4 per cent.; People's National Bank, Leesburg, 3 per cent. semi-annual; Lynchburg (Va.) National Bank, 5 per cent. semi-annual; Commercial and Farmers' Bank, Raleigh, N. C., 4 per cent. semi-annual; St. Michaels Savings Bank, St. Michaels, Md., 4 per cent. annual; Greene County Bank, Greeneville, Tenn., 8 per cent. annual; First National Bank, Greeneville, 14½ per cent. annual (earned); Washington (Ga.) Exchange Bank, 4 per cent. semi-annual; Greenville (S. C.) Fertilizer Co., 50 per cent.; Abbeville (S. C.) Cotton Co., 3 per cent.; Central National Bank, Columbia, S. C., 4 per cent. semi-annual; Bank of Manning, S. C., 10 per cent. annual; Comas Machine Co., Salem, Va., 25 per cent. annual; Victor Cotton Mill Co.,

TABLE OF CONTENTS.

EDITORIAL:	Page.
Valuable for Development.....	405
Kind Words from Contemporaries.....	405
A Communistic Crusader.....	405
Southern Bank Clearings.....	405
Growth of Cotton Mills.....	405
To Exhibit Lumber.....	406
Working for the South.....	406
Tasks of the Country.....	406
Founding New Industries.....	407
La Porte, Texas, and Its Future.....	407
The South's Interest.....	407
To Advance Trade.....	407
A Progressive City.....	407
The Port of Pascagoula.....	408
A Center of Activity.....	408
Plenty of Ore Here.....	408
Eastern Iron Markets.....	408
The Iron and Metal Trades.....	409
He Got the Pass.....	409
For a Textile School.....	409
A Baltimore Demand.....	409
Cottonseed-Oil Notes.....	409
FOREIGN TRADE:	
The Ship-Subsidy Bill.....	409
British and American Shipbuilding.....	409
Exports to China.....	410
Round-Baled Hay for Africa.....	410
More Ships for Mallory Line.....	410
Jottings at the Ports.....	410
RAILROAD NEWS:	
Two Important Branches.....	410
Making Cars at Home.....	410
Interested in Tennessee.....	410
Chesapeake & Ohio's Record.....	410
Extension to San Antonio.....	410
Southern Pacific in Texas.....	410
Fast Time on the Southern.....	410
Favor the Consolidation.....	410
Railroad Notes.....	410
TEXTILES:	
The Cotton Movement.....	411
Solid Cotton Facts.....	411
A 20,000-Spindle Mill for Mobile.....	411
To Be Known as Arlington Mills.....	411
To Have 10,000 Spindles.....	411
Textile Notes.....	411
LUMBER:	
Lumber Market Reviews:	
Baltimore.....	412
Norfolk.....	412
Charleston.....	412
Savannah.....	412
Mobile.....	412
Lumber Notes.....	412
CONSTRUCTION DEPARTMENT:	
New Enterprises.....	412
Building Notes.....	415
Railroad Construction.....	415
Machinery Wanted.....	416
Trade Notes.....	417
PHOSPHATES:	
Phosphate Markets.....	417
Phosphate and Fertilizer Notes.....	417
FINANCIAL NEWS:	
The South in New York.....	419
Development of Financial Companies.....	419
Mercantile Trust & Deposit Co.....	420
Provident Savings Bank.....	420
New Corporations.....	420
New Securities.....	420
Dividends and Interest.....	420
Financial Notes.....	420

Charlotte, N. C., 4 per cent. semi-annual; Gaffney (N. C.) Carpet Manufacturing Co., 5 per cent. semi-annual; Raleigh Savings Bank, Raleigh, N. C., 6 per cent. semi-annual; James River Lumber & Supply Co., Newport News, Va., 3 per cent. semi-annual; Meridian (Miss.) Cotton Manufacturing Co., 8 per cent. annual; Darien (Ga.) Bank, 4 per cent. semi-annual; Bank of Lexington, Va., 8 per cent. annual; Macfarlane Investment Co., Tampa, Fla., 4 per cent. semi-annual; Shenandoah National Bank, Winchester, Va., 5 per cent. semi-annual; Wetzel County Bank, New Martinsville, W. Va., 5 per cent. semi-annual; Bank of Summit, Miss., 8 per cent. annual; Showalter Co., Dalton, Ga., 8 per cent. cash and 25 per cent. stock; Linden Manufacturing Co., Davidson, N. C., 4 per cent.; Highland Park Cotton Manufacturing Co., Charlotte, N. C., 4 per cent. semi-annual; Statesville Cotton Manufacturing Co., Statesville, N. C., 8 per cent. annual; Louisville & Nashville Railroad Co., 2 per cent. on its earnings for the last six months.

Financial Notes.

Franklin D. Gill has been elected president of the People's Bank of Norfolk, Va., succeeding the late John Hume.

Mr. William F. Lucas, Jr., has been elected assistant to the president of the Fidelity & Deposit Co. of Baltimore, an office which has been recently created.